

# AMERICAN RAILROAD JOURNAL

## STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

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### PRINCIPAL CONTENTS.

Influence of Railroads on the Course of Trade.	609
Lexington and Big Sandy R. R.	611
Extension of the Indiana Railroad	611
Pittsburg and Erie Railroad	611
Penobscot and Kennebec R. R.	612
Railroad Law	612
Southwestern, Ga., Railroad	612
York and Cumberland, Penn., Railroad	612
Madison and Indianapolis Railroad	613
Railroad Subscriptions	613
Railway over the Ohio Falls	613
Earnings of Railroads	614
Belleville and Illinois town R. R.	614
Dayton and Michigan Railroad	615
Ship R. R. across the Isthmus of Florida	615
Baltimore and Ohio Railroad	615
Memphis and Charleston Railroad	615
Mobile and Ohio Railroad	618, 619
Alabama and Tennessee Railroad	615
Sodus Point and Southern Railroad	616
Stock and Money Market	617
Ship Canal from St. Lawrence to Lake Champlain	619

### American Railroad Journal.

Saturday, September 25, 1852.

#### Influence of Railroads upon the Course of Trade.

As the rapid progress of our works of internal improvement will soon secure to every portion of the United States the choice of all our great markets, it is becoming a very interesting subject to inquire how far the positive and relative position of such markets—among which may be enumerated the cities of Boston, New York, Philadelphia, Baltimore and New Orleans—are to be affected by that *practical* freedom of trade, which will soon render each accessible from every portion of the Union. It by no means follows, because these cities have maintained, for a series of years, a somewhat uniform position toward each other, that such will continue to be the case. A town may grow up and become the depot of a large trade, not because it is the best market for the adjoining country, but for the reason that it is the only *accessible* one. Such town may owe its trade and importance to the absence of railroads, which, if built, would carry off this trade to other and better markets. This state of things is fast passing away. Railroads, by allowing a perfect freedom of movement in every di-

rection, renders the *best*, the market of *convenience*, whether removed one, or one thousand, miles from the customer. For the future, our net work of railroads will allow commerce to move with the freedom of water, and in every portion of the U. States it will flow toward the best market, with the unerring certainty that the sources of the Mississippi follow the natural inclination of the continent toward the Gulf of Mexico.

With the exception of New York, none of the towns named owe their growth, or present position, to the existence of great channels of commerce connecting them with the interior. To be sure, their growth has been aided by such works, but not in a pre-eminent degree, as has been that of N. York, by means of the Erie canal. They all would have been important towns, and would to a great extent have remained in possession of the trade they now enjoy, without the aid or influence of the works of which they are the termini. Such works were not of the character to enable them to become great channels of commerce in competition with the Erie canal, which rendered New York the more convenient market for the most remote portions of the country. Hence the vast superiority of New York over all her rivals, in population, wealth and commerce. Her greatness is directly referable to the trade secured to the great work already alluded to, an advantage which none of her rivals have, up to the present time, possessed.

It may be considered a grave question whether the superiority which New York owes to the Erie canal, is not endangered by the railroads which will soon bring all our great cities into intimate relations with the more distant and remote portions of the country, which have been heretofore enjoyed almost exclusively by the former. There can be no doubt that railroads are to supplant, to a great extent, other kinds of artificial improvements as instruments of commerce, and that they are calculated to effect a very great revolution in the course and direction of trade. They constitute a *new* element in the calculation, which has never been considered before, and which is just beginning to be felt. Only one city of those named—which is Boston—owes any considerable portion of its wealth and population to railroads. She alone is brought into intimate relations by these works, with all the country naturally belonging to her. New York has just begun to use her railroads, as

a means of extending and facilitating her domestic commerce. Of her two great lines, that from Albany to Buffalo has, for the present season only, been allowed to compete with the canal in the carriage of freight; while only a year has elapsed since the opening of her other great line, the Erie railroad. These two great works have yet added but little to the commercial importance of New York, except through the influence that the former has exerted upon the travel of the country. Philadelphia is still further behind in the railroad projects which are to connect her with the west, and will be the last to reach the Mississippi valley with a continuous line of railroad. As far as convenient avenues for the western trade is concerned, Baltimore is still behind Philadelphia; as the latter has for years enjoyed the advantage of a compound work, made of railroad and canal, which, though far from being what was needed to meet the wants of the commerce of that city, yet has added vastly to its trade. Baltimore has had no such channel for its trade, but on the first day of January next will have completed her great line of improvement to the Ohio river, the prosecution of which has absorbed her energies and capital for the past 25 years. Within about a year from this, Philadelphia will have completed her great road to the Ohio railroad, so that within that period all the great Atlantic cities will have pushed their systems of railroad into the Mississippi valley. All will then start anew in the race for commercial supremacy, and all depending upon similar agencies for success.

The cities placed nearest to the western States, viz.: Baltimore and Philadelphia, assume the position, that a large portion of the commerce of the country is to be attracted from the old artificial routes, which are canals chiefly, to railroads. This being admitted, the consequence follows as a necessary corollary, that all other things, such as grades and curves, being equal, *cost* of transportation is measured by *lineal* distance. Thus—it will be, say 600 miles from Cincinnati to Baltimore by railroad, and 860 miles from Cincinnati to New York. Estimating cost of transportation at two cents per ton per mile, the Baltimore route would have an advantage over that leading to New York, equal to \$5 10 per ton, no inconsiderable item upon the value of the coarse and cheap products of the west. Admitting another point, and allowing Baltimore to be an equally good market for western products,

with New York, a case is fully made out in favor of the former, which must certainly supplant the latter in the present monopoly she enjoys of western trade.

We admit that railroads are calculated to effect, and must effect, a great change in the routes and direction of the commerce of the country. And we believe we have correctly stated the grounds upon which the city of Baltimore, and we may also add Philadelphia, expect to secure to themselves a large portion of western trade now enjoyed by New York. Both of these cities, in the prosecution of their appropriate lines of improvement, are proceeding upon the assumptions already stated, and both are constructing their works, and equipping them upon a scale commensurate with the objects proposed to be accomplished; and both are fully confident of success. It may be argued that all the positions assumed are not tenable, and that New York has other elements of strength, which are to be found in the excellence of her harbor, in the convenience of her position, in the start which she has already acquired over all competitors, and in the extent of her commerce and wealth, which must in the end leave her mistress of the field. But it is not our purpose to argue this question ourselves, only to state the ground upon which the cities named are constructing their lines of improvement, and the objects proposed to be effected. In the contest for eventual commercial supremacy, which is now going on between our leading Atlantic cities, we may have to await the results of experience to decide which shall bear off the prize. At any rate, neither Baltimore nor Philadelphia are by any means prepared to admit the unquestioned superiority of New York.

Both of the former are preparing to make themselves the depots of western trade. On the first day of January next, the Baltimore and Ohio railroad will be completed to Wheeling, and will then, through the Ohio river, be brought into direct communication with western trade. The charges on that road are, at the outset, to be put at a rate to compete with the Erie canal, or as low as 1½ cents per ton per mile; making the charge per ton only \$6 from Wheeling to Baltimore, a distance of about 400 miles. It is calculated by western merchants, that produce can be forwarded from Louisville, say to New York, via the Ohio river and the Baltimore and Ohio railroad, for 55 cents per 100 lbs., as follows:

From Louisville to Wheeling, by water, 12½ cents.  
From Wheeling to Baltimore by railroad, 30  
From Baltimore to New York by the inland route, 12½  
— 55 cents.

The above estimates are furnished to us by Mr. Webb, of the well-known house of E. Webb, Rowland & Co., Louisville, Ky., which is now organizing a large traffic for the above route, as soon as it shall come into operation. Mr. Webb has for a long time been engaged in mercantile pursuits in Louisville, and there is probably no man in the southwestern States better informed as to the commercial wants, or of the tendency of the trade of that portion of the country, when the lines of improvement now in progress shall secure to it an entire freedom of movement in the direction of the demand. From a very careful investigation of the subject, aided by numerous experimental shipments by the northern route, Mr. Webb is of the opinion that the produce of the entire Mississippi valley, north of Memphis, Tenn., and including that important point, will take the New York route to

market, in preference to that by way of New Orleans. In proof of this, we give the following *pro forma* invoices furnished by Mr. Webb in the Louisville Courier, of a given quantity of cotton and tobacco, forwarded over both of the above routes, viz:

"Pro forma invoice of 100 hhds tobacco purchased for account of whom it may concern at N. Orleans, and shipped to Liverpool, viz: 100 hhds averaging 1200 lbs each, 120,000 lbs at 8c..... \$9,600

#### CHARGES.

Commission 2½ per cent. purchasing.	\$240
Discount on bills on New York, 60 days at 2½ per cent.	246
Drayage and shipping at 75c per hhd.	75
Freight to Liverpool from New Orleans at \$10 per hhd.	1000
Insurance to cover prime cost and charges laid down in Liverpool, 1½ per cent.	167
	— 1,728

Costs and charges of 100 hhds tobacco in Liverpool ..... \$11,328

We give now a *pro forma* invoice of the same quantity of tobacco purchased at Louisville:

"Pro forma invoice of 100 hhds tobacco purchased in Louisville for account of whom it may concern, and shipped *via* Ohio and New York canal route to New York, and thence to Liverpool: 100 hhds, 1,200 lbs each, 120,000 lbs at 8c. \$9,600

#### CHARGES.

Warehouse fees \$125, commission for buying \$1 per hhd.	\$225 00
Drayage 25c per hhd.	25 00
Discount on New York, at 60 days, on \$9,725 at 1 per cent.	97 25
Transportation to New York at 50 cents per 100 lbs.	650 00
Shipping and drayage at New York 40 cents per hhd.	40 00
Freight to Liverpool from New York \$3 per hhd.	300 00
Insurance by steam ½ per cent.	83 39
	— 1,370 64

Difference in favor of Louisville ..... 357 36

Amount of invoice above ..... \$11,328

In explanation of the above Mr. Webb says:

It will be seen that a tobacco buyer, say for the Liverpool market, gains by purchasing at Louisville, and shipping *via* our canal and railroad routes to New York, thence to Liverpool, \$3 57 on each hogshead, in place of buying at New Orleans at same rate and same class, say 8 cents per pound. In making up the above statements I have been careful not to overcharge New Orleans, while at the same time I have credited Louisville with every legitimate expense, predicated, however, the rate of freight from this port to New York upon a reduction in rates of tolls and transportation on both the New York and Ohio canals the ensuing season.

The estimates of Mr. Webb were made for the New York routes. The Baltimore route, if our estimates are correct, is yet cheaper; making a still stronger case in favor of the Northern, or Eastern route.

With the tobacco coming out of the Tennessee and Cumberland rivers, the advantage is still greater in favor of the Northern, over the New Orleans route. Upon such shipments, Mr. Webb makes the difference equal to \$597 on the 100 hogsheads in favor of the former.

So with the article of cotton, Mr. Webb furnishes a *pro forma* invoice, in which he shows a saving, equal to \$56 on a shipment from Vicksburgh to New York of 50 bales by the Northern over the Southern route. The following are the items that make up the aggregate in both cases.

Freight from any of the above rivers to Louisville, at \$1 per bale.	\$50 00
River insurance, ½ per cent.; fire insurance for one month, ½ per cent.	18 75
Storage in Louisville, 12½ cents per bale; drayage, 6½ cents per bale	9 50
Freight from Louisville to New York, at 50 cents per 100 pounds.	125 00
Forwarding commissions, 10 cts. per bale; drayage from warehouse, 6½ cents.	8 12
Insurance on the lakes and rivers above Louisville, at ½ per cent.	12 50

Total charges on 50 bales to New York, via Lakes.	\$223 87
Charges on the same, shipped by way of New Orleans to the same destination:	
Freight from the most favorable points to N. Orleans, at \$1 per bale.	\$50 00
River insurance, 1 per cent.; fire insurance for one month, ½ per cent.	37 50
Drayage, storage, etc., at 40 cents per bale	20 00
Drayage to ship, at 25 cents per bale.	12 50
Forwarding commissions, at 20 cents per bale.	10 00
Freight to New York, at ½ cent per pound	125 00
Marine insurance, 1 percent.	25 00

\$279 50

The correctness of the above estimates are generally received by Western and Southwestern business men, and they are making arrangements to accommodate themselves, to the change in the current of trade. We met a few weeks since with a gentleman from Clarksville, Tennessee, who had just made a shipment of tobacco to this city, by way of the Lake route, and he assured us that he realized about two cents per pound, over what he could have obtained in the New Orleans market.

In addition to its being cheaper, there are great advantages in the northern over the southern route in *climate*; a matter which every business man will readily appreciate. In the eastern cities the market is uniform throughout the year, and with the use of railroad, which will allow daily access to them, the planter will become his own ware-house-man and will be enabled to forward his products to meet the *demand*, instead of sending them as he does now, in mass, to distant parts, subjecting himself to all the onerous charges of warehousing, commissions, insurance, in addition to the deterioration of the staple in value from effect of climate, delays in shipment, etc., etc.

We give the above estimates, not upon our own authority, but upon that of persons who are fully conversant with, and who are directly interested in the subject. The opinion is general, that the eastern cities will draw to themselves the trade of the Mississippi valley. How this trade is to be shared between them becomes another, and a very interesting and important question. We have, in this article, given a prominence to the Baltimore route, only for the reason that it is on the eve of going into operation, and because its managers assume that it is at once to become the great channel of commerce between the east and the west. In their preparation to accommodate, and secure this commerce, they are acting upon this assumption, and if they do not meet with complete success, it will not be because they have not deserved it by unwearied perseverance and industry in the execution of a stupendous work, and by the boldness, comprehensiveness and completeness of the plans, by which their objects are to be accomplished.

The artesian well which the Louisville and Frankfort railroad company are making at La Grange, has been sunk to the depth of 800 feet. At the last accounts they were boring through a solid bed of limestone.—*Covington Jour.*

**Lexington and Big Sandy (Ky.) Railroad.**

The following is an extract from the report of Samuel Gill, Esq., Engineer of the Lexington and Big Sandy railroad.

I doubt whether there could be found in a mountainous country another route so favorable for the construction of a road. The route I consider not only practicable but a much less expensive one than I expected to find it.

Coal is first reached in veins from twelve to fifteen inches on the head water of Triplett creek; no veins however of sufficient thickness to render the working of them profitable, will be found short of ninety five or one hundred miles. The great cost of transportation has heretofore rendered the coal worthless, it being only used by the blacksmiths through the country. I saw but two veins open, one of them having been opened very recently and not entered sufficiently far to develop the quality of the coal. It was from five to five and a half feet thick with several layers of slate intervening between the beds of coal. The other pit has been entered some forty or fifty feet, showing about the same thickness as the other with two thin layers of slate between the coal. The coal is seen cropping out in numerous places along the line of the road in veins from four to six feet in thickness. The streams in forming their channels have cut through the coal indicating its presence in every hill. In the construction of the road, numerous veins would be cut through from which the coal could be deposited in the cars and delivered at Lexington and all points along the line of the road, at from seven to ten cents per bushel.

Cannel coal is said to be found in great abundance; specimens of which were shown me, taken from beds near the line of the road.

In the valley of Little Sandy, salt works have been operations for a great number of years. It being once the source from which for a long time the interior of the State was supplied, they were, however, worked to a very limited extent, supplying only the demands of the neighboring population.

Iron ore is first reached in the county of Bath, a distance of only fifty miles from Lexington, in quantities sufficient to supply the demand of this country for centuries to come. These mines were once worked, but competition, with greater facilities for getting to market, forced their abandonment. From this point to the mouth of Big Sandy evidences of the presence of the ore are seen everywhere, but no furnaces are in operation until you reach so near the Ohio river that they can afford to pay the transportation to its banks. Some of the furnaces now pay five dollars per ton for the delivery of the pig metal upon the Ohio; for nearly one half of which, it could be delivered by railroad in Lexington, and with but little additional cost could be placed in Louisville. At Ironton, on the Ohio river, common bar iron is now held at two cents per pound, while in the city of Lexington, similar qualities are sold at four to four and a half cents per pound, an increase of over one hundred per cent. in cost to the citizens of Lexington. With this road in operation Lexington could have her own Rolling Mills, Machine shops, foundries, etc., and the profit which now goes into the pockets of citizens of other States, would go to increase the wealth of her own citizens.

Timber is not found in any great abundance immediately upon the line of the road, but it crosses numerous streams down which it can be brought in quantities amply sufficient for all the demands of the country. Fine quarries of sand-stone, very accessible to the road, are found in the valley of Triplett creek, as also, fine quarries of Limestone of very fine quality, upon Tygret's Creek. As no possible route can be selected which will not pass from twenty to twenty-five miles through inexhaustible mines of coal and iron, that route alone should be selected in view of its important connections with other roads, which is the straightest and most direct between its terminal points.

While on this subject we extract from a letter of Judge Moore, of Virginia, published in the Kentucky Statesman, a portion in reference to the point of connection of the Central Virginia railroad with the Lexington and Big Sandy.

Virginia regards the central, the most important of all the railroads in which she has any interest. Her confidence in its benefits is greatly increased from the partial assurance entertained that this connecting link between Lexington and the mouth of Big Sandy will be made. She feels that it will be the great channel of communication and business operations between the east, south and west. The confident opinion is held by many that when completed it will be the most profitable road in the United States. So strongly impressed with this belief was the late Governor Floyd and the present Gov. Johnson that they both urged the State of Virginia, to take the whole stock and make the road all on the state account. That the Virginia central railroad will be speedily completed, I think is not seriously doubted by any man who is correctly informed upon this subject; and that its point of termination on the Ohio river will be the mouth of the Big Sandy river; admits still less doubt.

**Extension of the Indiana Railroad.**

We are exceedingly gratified at being able to state that this important road, now nearly completed as far as Tiffin, is to be vigorously pushed forward, from that place, westwardly towards the Indiana State Line. A delegation of our citizens interested in the road, left this city to-day for the interior, with a view to making arrangements for immediately putting under actual contract a portion of the road from Tiffin West. The preliminary surveys and estimates having already been made, it is believed that there will be no necessity for delay in contracting for the immediate construction of the more Eastern sections of the line. The precise location of the road, in several portions of the route, has been left open, for the purpose of allowing the competing points to make their respective offers of subscription to the stock of the company, although, in no instance, even for the sake of large subscriptions, will the line depart very far from the straight course already surveyed. One of the objects of the delegation is, to confer with the inhabitants along the proposed line, in reference to taking measures for its being all placed under contract as speedily as possible.

Our business men are at length thoroughly convinced of the importance to Sandusky, of the Indiana road, and this movement on their part is evidence of their determination to prosecute the work with vigor and energy. After having provided for the completion of the first thirty miles of the road, they are now desirous of seeing what their friends along the line can contribute towards the great work in which both are mutually interested. When the latter have done all they can do, Sandusky will cheerfully make up the balance of the amount necessary. If the towns, the farmers and the business men of the interior, will meet our citizens in the same spirit, the road will be built within a short time. That they will do so, we have not a doubt. We saw a private letter the other day, addressed to one of our leading railroad men, from a responsible citizen of the thriving town of Rome, pledging a subscription of "at least ten thousand dollars, and probably more." We are also informed that assurances of liberal subscriptions have been received from other towns. In many places, the right of way has already been conditionally secured, upon the most liberal and satisfactory terms. These facts show that the right spirit is awakened, and fully justify the assertion that the entire work from this city west, to the line of Indiana, will be completed at no very distant day.

Of the character of the route and of the importance of the road, both to Sandusky and to the interior through which it passes, we have spoken at length, in previous articles. Perhaps no route of equal length, in the United States, presents a surface so uniformly level and a soil so favorable to the economical construction of a railroad. The route lays principally along a smooth, dry, sandy ridge, and there are but very few streams to cross, none of which are sufficiently large, to render the expense of bridging them a material item in the cost of the road. Thus Nature has already done more than half the work—the grading.

The country bordering upon this ridge is unsurpassed in the richness and fertility of its soil, and is rapidly increasing in population, wealth and importance. But perhaps a more important consider-

ation than any other, is the direction of the road. It looks towards the vast agricultural regions of the South-west. It stretches towards the fertile prairies of Indiana, and grasps an iron connexion with St. Louis, the metropolis of the mighty Mississippi. It opens an outlet, eastward, for the products of millions of acres of as rich land as the sun shines upon, and forms a channel through which merchandise from the east, to supply their myriads of inhabitants, will find its cheapest and most speedy transit. The travel, eastward and westward, of this vast extent of country, will also seek this route. Our business men fully appreciate the value of the prize for which they are aiming, and this being the case, they will not relax their energy or their efforts, until it is secured.—*Sandusky Register, 10th Sept.*

**Pennsylvania.**

**Pittsburgh and Erie Railroad.**—The Pittsburgh Gazette after enumerating the various roads and projects radiating from that city, strongly advocates this the seventh and last enterprise alluded to, and says:

The object of this work is to connect us with Lake Erie at the town of Erie, and to open up to us the region of country intervening, which is peculiarly Pittsburgh ground. The valley of the Shenango, through which it will pass, is rich in mineral and agricultural products, and a local trade of great importance will be by it secured to Pittsburgh beyond competition. It will commence at Enon, forty-four miles from Pittsburgh, on the Ohio and Pennsylvania railroad, which, up to that point is almost in a direct line to Erie, and will pass through the flourishing town of New Castle, with its 3,000 inhabitants, and we should hope also, through Mercer and Meadville, or as near to them as the nature of the ground will permit. Such a road will doubtless pay well, and will wonderfully develop the country through which it passes.

A company is organized to build this road, and a corps of engineers is in the field. What progress they are making, or how soon the work is to be put under contract, we cannot say. We hope there will be as little delay as possible. It ought to be put under contract from Enon to New Castle at once. This much New Castle could accomplish herself, if she would manfully place her shoulders to the wheel. The road once started, it is sure to go ahead. If money enough can be procured to grade and bridge the road, there will be no difficulty in procuring the iron. Crawford county we feel sure, with the assistance of the rich town of Meadville, will provide the means through her territory.

Let all the private subscriptions, possible, be obtained, the right of way secured, and then let the towns of New Castle, Mercer, and Meadville, and the counties of Lawrence, Mercer and Crawford, subscribe the remainder necessary to finish it to Meadville, ready for the iron, and issue their bonds, and the work will be done. The iron can be purchased with the bonds of the company. Having it finished to Meadville, the whole trade of that region would flow upon it, and it would become at once good paying stock. Erie, then, could no longer afford to do without it, and would take measures to finish it to that place.

Now cannot this be done. What is to hinder? The cost of grading and bridging from Enon to Meadville, would be, say \$500,000, that is only \$100,000 a-piece for the three counties, and \$200,000 to be divided between the town corporations and private individuals. We hope soon to hear that this important project is under way, and we shall be pleased to hear from it as often as those at the head of it shall deem proper, and to give it all the aid we can through our columns.

**Appointment of Steamboat Inspectors.**

The National Intelligencer publishes officially the following list of appointments under the new steamboat law:

Robert L. Stevens, New York; Hiram Barton, Buffalo, N. Y.; Davis Embro, St. Louis, Missouri; Benjamin Crawford, Pittsburg, Pa.; John Shellcross, Louisville, Ky.; John Murry, Baltimore; George W. Dole, Chicago, Ill.

## Maine.

*Penobscot and Kennebec Railroad.*—The people of Bangor are wide awake on the subject of railroads. They find that Portland with her present railroad improvements, is drawing off much of the trade of Franklin and Somerset counties which legitimately belongs to Bangor, and they are determined no longer to allow the capitalists of that city, to retard the construction of the Penobscot and Kennebec railroad. We learn that on Monday evening there was a highly and enthusiastic meeting of citizens to confer together upon this subject, and the determination was very generally and unanimously expressed that Bangor would take sufficient stock in the road to control its management and that the road should be built. The sum necessary to be subscribed to secure the management of the road is \$300,000. The road can be built and put in running order for about the sum of \$1,000,000. Of this sum it is proposed that \$300,000 be taken in Bangor, \$200,000 on the line of the Androscoggin road, and \$100,000 among the friends of the enterprise elsewhere. This would give a cash capital of \$600,000, which well expended, would furnish a sufficient and suitable basis on which to establish a credit in bonds for \$400,000, the remaining sum supposed to be required.

## Journal of Railroad Law.

## ACTION FOR NEGLIGENCE.

The case of *Clark vs. the Syracuse and Utica railroad company*, decided last year by the Supreme court at Oswego, belongs to a class of controversies which are constantly increasing in importance,—relating to injuries occasioned by negligence on public roads.

In this case, cows were pastured in a lot adjoining a railroad, between which and the railroad there was no fence, and being at large upon the highway were killed by the cars. It did not appear that they escaped through any defect of the fences, which the defendants were bound to repair, or that the defendants were bound to repair fences at all at that point, and it was held, that no action could be maintained against the railroad company for running over and killing the cows by means of their engines and cars;—that an action for negligence could not be sustained, if the wrongful act of the plaintiff *cooperated* with the misconduct of defendants in producing the damages sustained, whether the plaintiff's act was negligent or wilful;—that it was an act of negligence to suffer cattle to be at large on highways at railroad crossings. In fine the court ruled that where cows are trespassers upon a railroad their owner cannot maintain an action against the railroad company for killing them by their passenger cars, even if the death of the cows was occasioned by the gross negligence of the defendants.

The rules adopted by different courts in relation to this subject do not exactly harmonize. A thorough examination of the authorities applicable to the question may be found in the Boston monthly Reporter for Sept., page 265.

The leading authority in respect to actions for damages for negligence is *Butterfield vs. Forrester*, (11 East. 60). In this case it was held that one who was injured by falling over an obstruction placed in the highway by defendant, cannot maintain an action if it appears that he was riding without ordinary care, and that a person riding with reasonable care could have avoided the accident. A large number of English cases sustain the same principle.

But in *Walter vs. Pfeil*, (M. & M. 362), Lord

Tenterden swerving from the line of precedent, seriously modified the established rule, and held that an action might be maintained against one who demolished a house adjoining the plaintiff's in a negligent manner although the plaintiff had not taken proper precautions to prevent the injury. Several subsequent cases sustained this decision. Especially the case of *Bridge vs. Grand, (Junction railway company*, 13 M. & W. 244). This was an action for injury caused by the collision of two railroad trains. The defendants pleaded that the plaintiff's train was improperly managed, and that it was in part by their negligence that the accident happened. This plea was held bad, because it was not alleged that if the plaintiff had used ordinary care the accident would have been avoided. The true doctrine and the true spirit of the leading authorities in respect to this subject was declared to be, that although there may have been negligence on the part of the plaintiff, yet he was entitled to recover unless he was deficient in the ordinary care necessary to prevent the injury complained of, and the law in England at present seems to be consonant with the decision last cited.

In Massachusetts and New York the general doctrine is firmly adhered to, that in order to sustain an action for negligence the plaintiff must be free from *all* neglect of duty on his own part.

But in Maine the doctrine relating to this subject is substantially like that now enforced in England.

It is there held that if the plaintiff by want of ordinary care, contributes to produce an injury, he will not be entitled to maintain an action; but if his neglect of ordinary care did not contribute to produce the injury, he will notwithstanding, be entitled to recover.—*Kennard vs. Benton*, (12 Shep. 39). *Perkins vs. Eastern, and Boston and Maine R. R. Co.*, (16 Shep. 307).

## Georgia.

*South-Western Railroad Dividend.*—We observed in our columns yesterday morning the advertisement of an eight per cent dividend on the capital stock of the South-Western railroad on the operations of the first year. This fact deserves a passing notice.

It is only one year ago, counting from the 10th day of last July that the opening of this road was publicly celebrated, but matters were not properly in a working condition until the 1st August following. Hence it is strictly fair to state, that this dividend of 8 per cent is on the operations of the first year. It is proper to add, for the information of distant readers, that this road extends from Macon towards south-western Georgia, 51 miles, to the new town of Oglethorpe. In other words, the road in starting from Macon, went to "nowhere in particular," except to seek the prolific soil of that section of Georgia. It crossed the Flint and has stopped on its western bank for the present—the flourishing town of Oglethorpe soon usurping the place of the sylvan solitude which the work found there. Under all these disadvantages, the road has done a fine business from the beginning.—We venture to presume that the history of the United States can hardly present results similar to these, and they will appear yet more striking when it is considered that in order to reach the very best point for the concentration of the products of that garden of Georgia, the road should be extended in the same general direction towards Albany or Newton, at least fifty or fifty-five miles further.—Here is a pretty good index with which to estimate the agricultural resources of a region which may be said to be now only fairly beginning to be cultivated. In 1842, lots of land of 250 acres each, were granted by the state for only \$5, in Baker, Lee, Sumpter, Early, Randolph, Decatur and Thomas counties. Now these very lands are commanding, according to location, from one to five dollars per acre, while some have sold for seven dollars without being in the least improved. In order further to show the value of

railroads in improving real estate in that section of the country, we will state, that within the last four years, or rather since the project of the Southwestern railroad was matured, lands in cultivation have advanced from 100 to 125 per cent.—that is to say, lands which were then worth \$5 are now worth from \$10 to \$15.

The Southwestern railroad is to be regarded as peculiarly a Savannah enterprise, for all the stock, excepting about \$100,000 was subscribed and is owned in this city. The returns show conclusively how faithfully and ably its operations have been conducted by the officers in charge.—*Savannah Republican*.

## Pennsylvania.

*York and Cumberland Railroad, Company.*—A general meeting of the stockholders of this company was held at the Masonic Hall, Baltimore, on the 13th inst., for the purpose of considering the 4th annual report of the situation of the road and the affairs of the company, and also to hear the report of the committee appointed to negotiate with the Susquehanna railroad company in relation to the manner and terms of rendering aid to that company in building their road from Bridgeport to Sunbury, in case said committee should be prepared to report.

On motion of John P. Kennedy, Lloyd N. Rogers, Esq., was called to the chair, and Wm. Fisher, Esq., was appointed Secretary.

Eli Lewis, Esq., the President of the company, read the fourth annual report of the directors to the stockholders, by which the road was represented to be in a flourishing condition, and which was adopted.

The receipts for passengers for the first year were \$49,286.22. Paid Baltimore and Susquehanna railroad company for working the road, \$18,090.07. Repairs, \$8,085.23. Bridge tolls, \$1,275.64. State passengers and freight taxes, \$3,528.83. The balance on hand is \$3,036.14. The report advocates the working of the road by the company itself, and is also favorable to aiding in the construction of the road from Bridgeport to Sunbury.

After the adoption of the report, Michael Herr, Esq., submitted a report of the committee appointed at a previous meeting, stating that a majority of the stockholders of the company had voted to accept the ordinances of the city, guaranteeing the bonds of this company which may be issued to aid in the construction of the Susquehanna railroad from Bridgeport to Sunbury. No action being required on this report it was laid on the table.

Mr. Kennedy submitted the following basis of a compromise of all difficulties between the Susquehanna railroad company and the Sunbury and Erie railroad company.

First. The first named company to make the road from Bridgeport (intersecting with the Pennsylvania railroad) to Sunbury.

Second. The second named company to make the road from Sunbury to Williamsport, each company to make its respective portion of the road as aforesaid, semi-annually.

Third. The two companies to enter into an agreement by which each shall have the use of the other road, upon equal and reciprocal terms, without discrimination of any kind.

Fourth. The object being that each company shall use the entire route from Bridgeport to Williamsport, for passage of freight and passengers, without let or obstruction, or preference of any kind by one road over the other—each Co. furnishing the motive power for its own road.

Fifth. The road from Sunbury to Williamsport to be made through Lewisburg; provided responsible subscriptions in Union county, (including a subscription by Union county for \$200,000,) amounting to at least \$225,000, be made to the stock of the Sunbury and Erie railroad Co.

Sixth. Perfect connections to be made between the two roads at Sunbury—also with the Williamsport and Elmira railroad, and the Sunbury and Erie railroad at Williamsport, and with the Susquehanna railroad and the Pennsylvania railroad at the point of intersection between the two roads.

Mr. Kennedy said that this compromise had been

prepared by the friends of the different companies, and that if consummated, passengers from Buffalo would reach Baltimore in twenty hours after leaving the former place.

B. H. Sullivan, Esq., from the committee appointed to negotiate with the Susquehanna railroad company in relation to the manner and terms of rendering aid to that company in building their road from Bridgeport to Sunbury, stated that the committee were not then prepared to report. The meeting then adjourned.

#### Indiana.

*Madison and Indianapolis Railroad.*—Mr. John Brough, president of the Madison and Indianapolis railroad, has published in a small pamphlet "a brief history of that road, which under his own guidance, has been brought out of a state of difficulty into one of great and permanent prosperity. The work was originally commenced by the state of Indiana, which appropriated \$12,000,000 to a system of internal railroad improvements, of which this road was the principal, connecting the capital of the state with the Ohio river, a distance of 87 miles. The financial difficulties of the state stopped all progress after 26 miles of the road were completed north of the capital, and in 1842 the state conveyed this road to a company organized under a general act passed for that purpose. But it was not until 1845 that the company obtained adequate means to proceed energetically with the road. In 1845 and 1846, loans were obtained from J. F. D. Lanier, Esq., a director, and the construction of the work went bravely on, and it was finished in 1848. The state had reserved a right to compensation for the 26 miles of road it had built, but this was fixed last session at \$300,000 in money, which the company agreed to pay. In 1850 and 1851 the road was thoroughly equipped, and all the necessary buildings, machine shops and depots were built, so that the road is now in perfect order. A new terminus at Madison is now in course of construction, so as to obviate the inclined plane now in use, which, from its great inclination of 314 feet per mile, necessitates a disproportionate expense for transportation. The road has never paid less than nine, and recently, ten per cent annual dividends. The surplus beyond this rate of dividend, in the present and following years, will be fully adequate to pay the state the sum agreed on. The increase of business upon this road is without a parallel in western roads. The surplus income over expenditure increased as follows:

Receipts.	Expenses.	Increase.
1845....	\$60,053 48	\$47,415 64.... \$12,637 84
1846....	101,014 79	52,202 52.... 48,812 27
1847....	156,653 24	91,669 45.... 64,983 79
1848....	212 125 85	123,405 69.... 88,720 16
1849....	247,920 34	138,982 81.... 109,237 53
1850....	296,700 73	157,689 75.... 139,010 08
1851....	386,068 80	185,080 60.... 200,988 20
1852, (4 mos.).	145,086 36	102,836 32.... 42,250 04

The increase has been obtained under repeated reductions in the tariff of rates. The great increase was in 1850 and 1851. We quote one or two of the leading articles:

#### OUTWARD TRAFFIC.

1849.	1850.	1851.
Merchandise.... \$18,802,806	\$24,537,357	\$34,832,599
Passengers ..	33,246	34,625
Coal .....	58,981	28,209
INWARD TRAFFIC		48,971
Merchandise.... \$1,329,251	\$2,068,767	\$3,557,138
Passengers.....	29,650	30,381
Flour .....	57,454	53,386
Wheat .....	161,981	334,171
Corn .....	111,519	153,851
Bacon .....	201,652	854,333
Hogs.....	52,044	93,949
		94,982

The room for further progress and increase is immense. Not one-fifth of the arable land along the line of road is yet under cultivation, and the new roads now constructing in the state will all be feeders to the Madison.

#### Railroad Subscriptions.

It is stated that books have been opened and \$400,000 in stock subscribed for a road from Wheeling to Urichsville—connecting at that point with the Steubenville and Indiana railroad.

*Barre and North Brookfield Railroad.*—The estimated amount of stock required for building this road, we are happy to learn, will, in all probability, be promptly subscribed. Last Tuesday evening stock subscription books for this road were opened by the committee having the subject in charge, and about \$20,000 of the stock was subscribed for within an hour. Citizens of North Brookfield with their characteristic promptness and enterprise, have already subscribed for about thirty thousand dollars of the stock, which, with the assurances given that the farmers and people of New Braintree are alive to the importance of this road to them, and the energy with which our own citizens have engaged in the enterprise, affords the most gratifying and satisfactory evidence that the demands of this section of our country for railroad facilities is finally and speedily to be met.—*Barre Gazette.*

The County Court of Lafayette county, Missouri, has subscribed the sum of three hundred thousand dollars to the Pacific railroad. Private subscriptions will increase the sum to three hundred and fifty thousand.

The citizens of Woodstock, C. W., at a meeting on Tuesday last, agreed to take stock in the Buffalo and Brantford road to the amount of £20,000, on condition that the road connect at Woodstock, and the company provide for the payment of interest during the construction of the road.

*Wabash Railroad.*—Mr. Griswold, the President of this road, has commenced the publication of a series of articles in the *Terre Haute* papers, in which he sets forth the advantage *Terre Haute* and Vigo county will derive from the continuation of this road. From his first communication we learn that the citizens of Sullivan county have subscribed \$55,000 stock in the company, and the citizens of Knox, north of Vincennes, \$5,000. He thinks the stock in Sullivan will be increased \$25,000, and that in Knox \$5,000 or \$10,000; and it will rest upon the people of Vigo county to furnish such further means as will be required in the way of stock subscriptions. Mr. Griswold talks very plainly and independently to the moneyed men of *Terre Haute*, telling them that they must not expect to build up a city by hog manias, working like an epidemic, or by private gambling speculations. He also maintains that the Wabash railroad will be a cheap road; that it will be a better freight road than the one to Indianapolis, and that, until the Alton road is made, it will be as good a passenger road.—*Vincennes Gazette.*

#### Cuyahoga Furnace Graduates.

Last season one of our citizens was returning on an ocean steamer from an excursion in Europe. After he had been out a few days, as he was walking the deck, a gentleman remarked, "This is Mr. C. of Cleveland." "Yes sir," was the reply.—"You do not know me, but I have often seen you in your bookstore in Cleveland. I was in the Cuyahoga Steam Furnace company, for a few years, and I am now second engineer of this steamer, with a salary of \$1500 a year."

Another graduate of the same Cuyahoga Machine college, a Mr. Smith, (son of E. Smith Esq., of this city,) of New York, is one of the best engineers in the land, and has a salary of \$4,000 a year. And Mr. Rodgers, now at the furnace, under whose superintendence so many fine locomotives have been made, is one of the most accomplished machinists in this country. Such men are useful—and their examples worthy of imitation.—*Cleveland Herald.*

#### Lake Pontchartrain.

It having been proposed to construct a railroad through lake Pontchartrain, Prof. Forshey has made investigations into the depth and character of the bottom. Two lines were examined, one from the harbor at the end of the Pontchartrain railroad to Mandeville, the other to Madisonville. The mean depth on the first of these lines was 15.6, and omitting three miles on the north and two on the south of the lake, the mean depth of which 5 miles is 11 feet, the mean depth of the remaining seventeen miles is 17.3 feet, with a maximum depth of 19.5 feet.

On the Madisonville line which is 24 miles from the railroad terminus to the bar in front of the Chefuncta river, the mean depth is 16.25 feet, with a maximum depth of nineteen feet, near the middle of the lake. Omitting four miles as under 15 feet mean, the twenty miles remaining have a mean depth of 17 feet.

Prof. Forshey, also considers that the whole delta, including the bed of the lake, is formed by deposits from the Mississippi, and that it is composed of the blue tenacious clay of that region entirely, or alternated with sand. The following are some of the conclusions arrived at by Prof. F.:

On the lowest portions of the drift beds, near the lake, we find in many places beds of gnathodon shells. These do not belong properly to that formation, but are an existing species, now inhabiting the lake in the same vicinity.

This indicates a change of relative level of the lake and that shore, by which a portion of the land formerly under the brackish water of the lake, is now elevated several feet above it. We are enabled by an inspection of these and other like beds of shells, to form some idea of the character of those beds beneath the lake. They are seldom more than two feet thick, unless in places where they have been heaped up by the waves or by human agency.

If this is reliable authority, the beds will be found to have a similar thickness on the bottom of the lake, forming a secure band at the surface for the support of piles driven through them into the less solid earth beneath.

From these considerations, I have great confidence that the bottom of lake Pontchartrain is sufficiently firm for the support of any work of engineering which the progressive spirit of the age and the exigencies of our people may indicate as necessary.

#### Railway over the Ohio Falls.

A correspondent of the *Louisville Times* says:— "The most magnificent enterprise ever undertaken in the west, is the contemplated Marine railway across the falls of the Ohio river, over which steam-boats with their cargoes are to be transmitted. The railway will not exceed one mile in length, and will be laid near the water's edge on the Indiana side. Boats will be taken upon the rails by means of inclined planes ranging very slightly from a level, and conducted across by the power of a stationary engine placed at the midway. The strength and precision of the works will be proportioned to the ends to be attained. The plan is exceedingly simple, and pronounced practicable on the instant by every engineer who has investigated it, and sanctioned by almost every practical man the moment it is presented. The cost will probably not exceed \$300,000, as the whole work consists in nothing more than heavy rails laid upon the naked rocks. Nature has so prepared the track that but little grading will be required. The best evidence of public sentiment on the subject is the fact that the whole capital stock in the Marine railway, was taken in less than four hour's time, and cannot be bought of those who hold it at any price."

## Earnings of Railroads.

The joint receipts for Little Miami, Columbus and Xenia railroads for the month of August last, were \$74,563 81. Being a large increase on July, and a still larger one on August, 1851.

The earnings of the Cheshire railroad for the month of August were ..... \$32,032 40  
In corresponding month of 1851 ..... 26,355 92

**Gain** ..... \$5,676 48

The last annual report of the Mad river and lake Erie railroad company gives the annexed exhibit of receipts and expenditures for the years ending June, 1851 and 1852:

## RECEIPTS.

	1852.	1851.
From passengers	\$101,741 97	\$124,016 05
From freight	341,554 73	294,518 97
From mail	8,661 94	8,614 76
From incidentals	1,014 36	5,699 50
<b>Total</b>	<b>\$442,927 10</b>	<b>\$432,872 98</b>

The way and through business presents the following results:

Way freight ..... \$199,815 78  
Through freight ..... 95,197 89

Excess of way freight ..... \$104,117 60  
Way passengers, number ..... 117,151  
Through passengers, number ..... 11,332

Excess of way passengers ..... 105,819

Even the above does not exhibit a true state of the finances, for the deficit of the net earnings is more than made up by the diminished running expenses. Thus:

1852.  
Gross receipts for the year ending  
June ..... \$432,872 98  
Net decrease of running expenses ..... 25,401 04

Total ..... \$458,274 02  
Gross receipts for 1850-'51 ..... \$452,927 10

Receipts of Madison and Indianapolis railroad.  
January 1st to Aug. 28, 1852 ..... \$265,558 85  
January 1st to Aug. 28, 1851 ..... 197,617 70

Increase about 33 $\frac{1}{3}$  per cent ..... \$68,041 15

The following are the earnings of the Western and Atlantic railroad:

Aug. 1851. Aug. 1852. Increase.  
Freight ..... \$11,363 73 \$8,470 69 \$2,893 04  
From passengers ..... 13,533 14 12,774 03 779 12  
From mail ..... 1,166 66 1,000 00 166 66  
Total ..... \$25,063 53 \$22,244 71 \$3,838 82

## Railways about Boston.

Let us see what railways have done for Boston. The Old Colony road brings a good half of Cape Cod within two hours' travel of this old city, and its branches reach Narragansett Bay in about the same time. Two well conducted roads run through the eastern and northern sections of the State—the Eastern and the Maine roads—and thence into the most populous and thriving portions of New Hampshire and Maine. The Lowell and the Fitchburg, running north and northwest, connect with lines that reach the Canadas in fourteen hours, and the valleys of the Connecticut and the Hudson in three and seven hours, that formerly took one and two days and nights. The Worcester and the Western roads take their freights of passengers to Worcester in one hour, Springfield in three, Albany in seven, and New York in eight, via Hartford and New Haven, in Connecticut. Over the Boston and Providence road, the last named place is reached in one hour, and New York, by the boats, via Stonington, in ten hours. The White Mountains of New Hampshire, and the remotest of the Green Hills of Vermont, are only twelve hours from Boston; and Washington and Buffalo can be visited in twenty-four! All this has been achieved within the last quarter of a century.—*Boston Transcript*.

## Norwich Copper Mine.

This is one of the most promising of the mines of the region in the neighborhood of Lake Superior. The vein shows itself beautifully along the side surface of the cliff, some 50 feet below the summit, on which two shafts have been sunk, 100 feet apart, on the course of the vein, which, like those of the Minnesota and other mines of the neighborhood, dips to the north at an angle of about 45, though as they go down, the vein becomes more perpendicular, and more favorable for future workings.

They had sunk on the west shaft, when we were there, over 80 feet, and on the east shaft 143 feet; the two shafts are connected by the first level at the depth of 63 feet, and the same level extended eastward 30 feet, and also the second level 60 feet lower, had been run from the east shaft 75 feet, and also extended a short distance to the east. A short adit, 63 feet below the surface, and 103 feet in length has been run in from the south, at the end of which, where it intersects the vein, there will be seen, in a few weeks, a curiosity. Men were at work excavating the rock for the purpose of making an underground, or rather underrock, whim house, which will be more than 100 feet from daylight at the surface. It will be a beautiful cool whim house in the summer, and a warm one in the winter for men and horses to work in.

At the depth of 157 feet below this short adit, a deep adit is immediately to be commenced, running in from the foot of the bluff, about 511 feet, striking the vein at least 200 feet below the surface. This will be a convenience for draining and ventilating affording at the same time an easy mode of removing from the mine the copper and refuse rock that few mines on the lake can have, and will save for some time, the application of expensive machinery for raising copper, rock and water.

The Norwich vein is everywhere of good size, and remarkable for the amount of mass copper that shows itself in many places through the present very limited workings. One of these masses at the bottom of the deepest shaft, weighs at least six or eight tons, and perhaps many more, and similar masses are projecting from the levels and shafts, of which no estimate could be made. A number of fine pieces, together with excellent barrel work have been taken out recently, some four and a-half tons of which have been shipped this season, and the company are in a fair way to reap a rich harvest from their mining operations at this point. The energy and perseverance of their agent, Mr. Davis, promise the most favorable results for the future. They employ about thirty-five men in all, though their force is to be very much increased we believe, for the winter.—*Lake Superior Journal*.

## New Hampshire.

*Railroad Bridge Across the Souhegan River, at Mason, N. H.*—This structure, not long since completed, is one of the finest truss bridges in the country. It was erected by the Peterboro' and Shirley railroad corporation at an expense of eighteen thousand dollars—Joseph Sawtell, of Lowell, architect. It is six hundred feet long and ninety seven feet high from the iron rail to the bed of the river. It makes five spans from bank to bank, the widest of which, in the middle, is 170 feet long; the next widest is 150 feet. It is supported by four solid granite piers, the two largest of which are, each, fourteen feet, eight inches thick, and twenty-nine and a half feet wide at the base. The timber of the bridge consists of 300,000 feet of the best spruce, all of which, in the frame, was conveyed to Lowell, Mass.; and burnatized at the Lock and Canal establishment, a process by which the sap is removed from the wood and an infusion of the chlorid of zinc substituted. This is said to preserve the wood against worms and fire, and make it stronger. This bridge is located in the beautiful farming town of Mason, immediately east of the village, extends from east to west across one of the wildest rivers in New England, and in the most romantic region of New Hampshire.

It will necessarily create dwellings, demand stores, school houses and churches, all of which, in due course of time, will produce literary institutions, reading rooms, debating societies, and attract other manufactures to the spot, until a thriving village will be observed in a very few years, where a dozen buildings are not now to be seen. This is

one of the results of progress in railroads.—*Boston Courier*.

## Illinois.

*Belleville and Illinoistown Railroad.*—We are happy to announce to our readers that at last, thro' the able management of the board of directors of this company, we are to have a first class railroad to St. Louis within less than a year from this time, fully equipped and in running order. Messrs. Page & Bacon, the eminent and wealthy bankers of St. Louis, second to no house in America for the business done and credit enjoyed by them, have stipulated in a contract with the company to furnish all the money necessary to construct the road. We have been kindly permitted to see the contract, and can assure our readers it is all we want—drawn with great care, and the interests of Belleville amply protected.

The contract provides in the first place that Page & Bacon will furnish all the capital required to build a first class road. The work to be commenced by 25th September, at which time at least one hundred men are to be put upon the road, and to be completed by 1st August, 1853.

The road is to be equal in all respects to the Ohio and Mississippi railroad, except the gauge, which is to be four feet eight and a half inches, which being the gauge of the Indiana roads, looks favorable to an extension at the proper time—the height of embankment over the bottom same as Vincennes—track to be laid with T, H, or compound rail as the directors may prescribe—contract for construction to be made by the directory, with the approval of Messrs. Page & Bacon. Belleville retains a majority of the directory under every contingency, until the road is completed to this city. Chief Engineer to be selected by mutual agreement of parties—arrivals and departures of trains to be always so regulated as best to subserve the interests of this city. The above are the principal features of the contract. Messrs. Page & Bacon, upon the opening of the books, subscribed the entire stock, \$100,000, and paid in \$10,000 thereon in gold.

Col. Morrison is President of the company, and if it does not succeed, it is the only thing he has ever entered upon that failed. He brings to the work not much experience, but an indomitable energy, and we believe the entire confidence of the capitalists who are engaged in it, and we understand will devote his individual attention to it. It is hoped that a corps of engineers will be upon the road by Friday next, and the estimates made and ready for contract within twenty-five days. If all things turn out as we anticipate, last week was the commencement of a new era in Belleville—construct plank roads to Mascoutah, Athens, High Prairie, and other points tributary to our city, and a new impulse will be given to our growth and prosperity, which reacting upon our country will in five years make the county of St. Clair the garden spot of Illinois. Some dissatisfaction existed here while the negotiations were pending, but like most similar ebullitions it was gotten up by two or three persons who were wholly ignorant of what was going on, but were ready for anything to carry out their ends. The people know them and their object, and will mark both with their reprehension.—*Belleville Republican*.

## Timber by Railroad.

The railroads have commenced quite successfully the transportation of heavy timber. The Rochester Advertiser, notices the arrival in that city, from Canada, *en route* for Boston, several car loads of spars. Two of the spars were about one hundred feet in length, and two feet and a half in diameter at the large end.—They were placed side by side on saddles which rested on the flooring of the cars—one car at each extremity. To sustain the centre was another car similarly prepared, and which was connected to the front and rear ones by a long reach, the extremities of which played easily in a movable socket or ring—thus enabling the car to adapt itself to the curves of the road. The other two spars were shorter but of superior diameter, and required but two cars to sustain them. Some of these were too long to be passed by canal locks, and it is said, they could be carried cheaper over the road than by the canal.—*Buffalo Com. Advertiser*.

**Ohio.**

*Dayton and Michigan Railway.*—The Toledo Blade, of 6th instant, says, Mr. Arnett and his party of surveyors had arrived in that city, having surveyed the entire route of the Cincinnati, Dayton, Sidney and Toledo railroad, from Sidney to Toledo. The road surveyed is that by Waukonetta, Auglaize county; Lima, Allen county; Gilboa, Putnam county, to Perrysburgh; thence across the Maumee, and from thence to Toledo, striking the line of the Northern Indiana railroad at station 24. The surveyors were about to engage in running the line from Perrysburgh, via Findley, to Sidney.

*Marietta and Cincinnati Railroad.*—The Chillicothe, Ohio, Gazette of the 13th says:

Capt. A. Kennedy, chief engineer of the Marietta and Cincinnati railroad company, who has just returned from Point Harmer, brings the good news that the lines of our railroad east of the point in Vinton county, to which the work had been previously let, to the Ohio river, at both Marietta and Belpre, were put under contract last week, as was expected.

The entire work, including tunnelling, bridge building, construction, laying the iron, and everything else necessary to prepare the road for the cars was let to Messrs. Walter French & Co., of Lowell, Mass. These gentlemen possess the most ample means and resources for completing the work, within the time agreed upon, which is two years from the period of letting. They take some four hundred thousand dollars of their pay in the stock of the company—which is equal to about 20 per cent on the whole job.

The road to Marietta and Belpre respectively, from the point of bifurcation twelve miles west of Parkersburg, will be constructed simultaneously, or within the two years, so that the connection with Baltimore will be made so soon as the Northwestern, Virginia, road can be completed from Three Forks to the Ohio river.

**Ship Railroad across the Peninsula of Florida.**

The Cotton Plant, published at Washington city, in alluding to the project of a Ship Canal across the Peninsula of Florida, suggests, as it thinks, a better and more economical mode of connecting the Atlantic and Gulf, viz.—by a Ship railroad. In every dockyard in the world, remarks the editor, it is usual to elevate on stocks the largest sized ships and steamers for repairs; a vessel, indeed, of any tonnage, can be elevated to any required height.—On canals, it is known, locks have been successfully used to take vessels from one ascertained level and place them on another, higher or lower; and this being done, the vessels are towed or transported on their bottoms to any distance by horse or steam power. It may, therefore, be assumed, that any vessel can be raised to any desired elevation—that she can be lowered in the same ratio—that she can be safely transported. Then, why not transport vessels on railroads constructed for the purpose?

As stated above, the very largest sized vessels at shipyards are put on stocks and rollers and propelled from one point to another. So of houses, which have been removed with perfect safety from one part of a city, to another, without displacing a single article of furniture. If then, a ship or a house can thus be transported one yard or a hundred yards, the principle is established and they can be transported one mile or a hundred miles. The strain on a vessel in a storm, from bending masts and the weight of canvass, is a thousand times more trying than the slight jar incident to railroad transportation. Therefore, an ordinarily built ship would be insensible to the effects of a transportation of a thousand miles overland on the rudest railroad,

and at the end of it she could be lowered, as from a dock, to the original surface, or in a position higher or lower.

The Cotton Plant is prepared to show conclusively, from statistics and the evidence of practical and scientific men, that a Ship railroad, having its depots or locks at Jacksonville or Brunswick on the Atlantic, and at Cedar Keys or some other point on the Gulf, can be built for much less than a Ship Canal, and can transport vessels as economically and safely, and with infinitely more despatch.

**Belgian Project.**

The following we take from the Scioto Gazette. We presume the project is the recently organized Savannah and Albany railroad, connecting Savannah with the waters of the Mobile bay, and thence aiming at the Mississippi:

A project has been started, in Belgium, that seems to be a very natural inception, for that part of the world which, in the course of one or two centuries of plodding industry, has become the treasury of the nations. This is no less than the formation of a company to construct a railroad through the states of Alabama, Georgia and Mississippi, thus uniting the Atlantic ocean with the Father of Waters. The route has been surveyed, land purchased, etc. A Belgian journal, in giving the programme of the scheme says:

"The company also intending to favor emigration, propose, besides, to transport at its own cost, and to settle on small farms, a part of the colonists who would wish to occupy these lands, giving them the privilege of reimbursing the company for the expenses of the voyage and the price of the farms by devoting some days of every week towards the work of the railroad. That advantage being incalculable, and the climate of Georgia agreeing in all respect with Europeans, a great many families, who now barely subsist in Europe, and who have but misery in perspective, will go, it is hoped, under the auspices of the company, to seek in that part of America a better and happier state."

The head quarters of this mammoth establishment is to be in Antwerp. Belgian directors, capitalists, machinists, engineers, etc., etc., only are to be employed. The Dutch inventors of this magnificent project are determined themselves to be the principals, if profits are to ensue. And that they will reap rich returns, there can be no question. Climate, position, connexions, every thing, conspire to stamp the scheme as one of the most feasible and certain of this day of great expedients.

**Baltimore and Ohio Railroad.**

The work on the western section of this road has been pushed forward this summer with great promptness and vigor. The Wheeling Intelligencer says a large portion of the line is ready for the laying of the rail within a short distance of that city. The excavations for the bridge at the mouth of the creek, where the train is to enter the depot, are about completed, and the stone work commenced. The site for the depot, on Water street, in Wheeling, is nearly cleared of the buildings, which have been torn down for the erection of car houses, etc.

**Memphis and Charleston Railroad.**

The Memphis and Charleston railroad will soon be in operation to LaGrange, a distance of about forty miles (we believe) from Memphis. The treasurer of the company furnishes the *Eagle* with the following information in reference to the road:

"All of the grading from this city to LaGrange is finished, except 4½ miles, and most of that is on the old grade and will be easily completed. The whole of the timbers, cross-ties, etc., are on the road, except for a distance of about 12 miles, and a sufficient force is putting on the balance to keep ahead of the track-layers. The contractor for laying the superstructure, has a fine force on the road and is now progressing rapidly—at the rate of from 400 to 600 yards per day."

**The Mobile and Ohio Railroad.**

The Mobile and Ohio railroad company are going ahead with their road. The Mobile Register of the 3rd inst., says:

"There are now completed and under contract 138 miles of the road, to wit: 33 miles finished to Citronelle; 55 miles from Citronelle to near Winchester, which have been worked on two months, and 50 miles just let out. Besides this, 129 miles, from the south line of Lauderdale to the south line of Pontotoc, will be under contract by the 30th of September—thus making a distance from Mobile of 267 miles."

**Alabama and Tennessee River Railroad.**

Proposals for contracts are now offered for grading thirty-five sections of road on the Alabama and Tennessee river railroad, from near Montevallo to near Gadsden a distance of thirty miles; also for all the masonry and bridging required on that part of the road between Montevallo and Jacksonville, embracing the Coosa river bridge. We trust arrangements will soon be made to continue active operations beyond Gadsden to the full extent of the charter. Our next legislature will certainly look upon this road in a more favorable light than the last, since its present progress renders its completion to Gadsden a matter of certainty. And we think if no further aid is given, the balance of the three per cent fund should be given to that portion of the road between Gadsden and the Tennessee river.—*Sunny South.*

**Canal Railroad.**

Messrs. Strong and Bois have for the past week been circulating the stock book and have met with very good success. The business men of Northampton have, almost to a man, signified their desire for the road, and testified to their confidence in it, by liberal subscriptions to the stock. That the stock of this road will be good we have no doubt, for it will cost by the mile less than any road in New England, (not one-third as much as did the Connecticut River,) and the prospect is that it will do a good and paying business.—*Hampshire Gazette.*

**Ohio.**

The Lake Shore Lines are fast being closed up. The laying of the track in Pennsylvania east of Conneaut, will be commenced early next week, and the iron horse will run through to Erie by the 20th of October, or 1st of November.

The Elyria Democrat says, the Junction railroad company are now receiving iron for the track from Olmstead to Elyria, and the masonry is rapidly advancing, all along the line.

The Toledo, Norwalk and Cleveland railroad company have laid nearly all the track from Toledo to Fremont, and have commenced laying track west from Rawsonville, the point of junction with the C. C. and C. road. The bridge across Black river at Carlisle, is completed, and the road will be in operation to Oberlin in a few weeks.—*Cleveland Herald.*

**Great Railroad Trial.**

This trial before Hon. F. W. Bingham, Probate Judge, commenced on Friday last, and closed today, occupying 5 days.

It was the first case, in this vicinity, which has occurred under the new Constitution, for an assessment of damages by a jury of twelve men, selected in the same manner as the regular county jury, instead of a summary committee of three, as heretofore.

This jury was summoned to assess the value of 132 feet front, on Wall street, next east of Stockley's Old Pier, and extending into the lake, and belonging to Mr. Stockley, and appropriated for a depot by the C. P. and Ashtabula R. R. Co.

Forty-five witnesses were examined as to the value of the property, involving inquiries and discussions as to the value of the lake front for commercial purposes, the mode of making land, and piercing out, etc., etc.

The witnesses disagreed widely, ranging from \$20, and \$30, to \$250 per foot.

The case was argued by Messrs. Willey & Carey, and T. Bolton, for Stockley; and F. T. Backus, and C. Stetson, Esqrs., for the railroad. It was

argued to the jury by Mr. Willey. Verdict for Stockley—\$19,000 00.—*Cleveland Herald.*

## American Railroad Journal.

Saturday, September 25, 1852.

### New York.

*Sodus Point and Southern Railroad.*—The merits of this enterprise are ably set forth in an article on the subject which appears in the Phelps' Western Argus; from it we make the following abstract.—The road terminates on the best natural harbor on the Northern shore of the State, and its line passes through a region inexhaustibly rich in lime, plaster and hydraulic cement—materials of the utmost importance—besides it offers the shortest communication, and by very easy grades, between the coal basins of Pennsylvania and the Lake Ontario and Canadian markets. The want of a really good harbor on the south shore of Lake Ontario, accessible to the great thoroughfares of the country, has long been felt, and it has driven the commerce of the Lakes to seek at considerable risk, restricted and crowded harbors, or else driven it to longer routes.

The Canadian and Western commerce seeking an outlet through Lake Ontario has been greater than could be accommodated at Oswego, and yet the business has increased at that port from \$7,951,409 in 1845, to \$24,013,131 in 1850. The following table exhibits the rate of increase in a few leading articles for the years 1850 and 1851.

Shipments to Sept. 1, 1850.	1861.
Flour, bbls.	369,617 500,661
Wheat, bush.	255,296 646,834
Corn, bush.	333,621 875,594
Lumber, feet.	50,874,487 59,571,366

This wonderful increase appears to direct us to new accommodations, and the advantages of Sodus Bay as a depot of trade, dictate its connection with the channels of internal trade, in order to secure to the State works their proper share in the great carrying trade of the West. Sodus Bay has sufficient room to accommodate the whole commerce of the Lakes, if not of the United States; being more than 15 miles in circuit. It has a uniform depth of water sufficient for the largest ships, say from 30 to 50 feet, with good holding ground for anchorage, and no rock-bottom, admirably sheltered from all winds, and above all, offering the only safe and accessible winter harbor on the South shore of Lake Ontario. It is 36 miles nearer to the carboniferous region of Pennsylvania than any other harbor on Lake Ontario. A straight line drawn from Goderich, the Huron terminus of the Toronto and Lake Huron road, to Boston, passes through Sodus Bay, Utica and Troy. And the distance from Boston to Sodus Bay is about the same as to Ogdensburg, saving more than 150 miles to the traveller from Canada West. This fact presents a claim on the stockholders of the Rochester and Syracuse direct railroad for aid in the construction of the Sodus Bay and Southern, opening to that company in conjunction with the latter, to compete favorably for the Boston conveyance of freight and passengers between Boston and any port on Lake Ontario, or even on Lake Erie, early and late in the season.—Shipments, it will be remembered, can be made several weeks earlier in the spring and later in the fall, through the Welland canal, to Lake Ontario, than by Buffalo or Tonawanda, in consequence of obstructions by ice in the latter ports. The port of Ogdensburg has the further inconvenience of a river navigation of seventy miles, and a winter em-

bargo of five months, while Toronto and Sodus Bay are nearly as well adapted for steam navigation during the winter as New York harbor. The author of Phelps' and Gorham's Purchase, speaking of the Bay says: "It enters a cove of the Lake which is protected on either hand by headlands. It is about half a mile across its neck, gradually widening out to the extent of four miles. In length, from north to south, it is nearly seven miles. A small island in the lake, lying opposite the entrance of the Bay, a pier connects it with the mainland, and another is extended into the Lake. These public improvements, added to natural advantages, render it the finest harbor upon all our Lake coasts. It is said of the magnificent bay of San Francisco that all the navies of the world might ride at anchor in it at one time with safety. It may be said of Sodus Bay that all the crafts that will ever navigate our Lakes would find ample room there. Its mostly deep, still waters, might, at times, be passed over safely in a canoe when a tempest was tossing the waters of the Lake."

This is proposed as the Northern terminus of the road, because not only of its beauty of situation, but because it can be reached with an easier grade than any other Lake port, and *it alone* is accessible for four months out of the twelve from the open waters of Lake Ontario. A similar harbor is found on the other side, in that of Toronto, and between the two, daily passages can be made by steamboat even during the winter, uninterrupted except during heavy and protracted snow storms.

The road now under contract from Toronto to Pentangueshere north, and the one to Goderich on Lake Huron, together with the Sodus Bay and Southern, will enable the inhabitants of Northern Michigan and Canada West, in a few hours, to reach the Eastern cities.

The route passes through a portion of the counties of Wayne and Ontario, rich in plaster and water lime, and brings these articles to the door of consumers in Canada, or in Southern New York and Pennsylvania, from the two termini north and south. The plaster now used in Canada comes from the quarries of Cayuga Lake, via the Cayuga, Erie and Oswego canals, a distance of 110 miles—Gypsum in the rock can be transported from Phelps, on the proposed railroad to Sodus Bay, and thence be carried as ballast in the holds of the lumber vessels to any part of the Canadian shores.—The water and common line of the towns of Phelps and Sodus, are superior as cements, and in whiteness, and lie directly on the track of the proposed road. Southern New York and Northern Pennsylvania are deficient in these necessary articles, and the cheapest approach from these portions of country to the quarries, is by the Sodus Bay and Southern railroad.

Lake Ontario and the markets around it have at present no direct communication with any of the sources of either hard or soft coal. Sodus Bay is admirably adapted for a depot of this important combustible. The most northern outcrop of bituminous coal in Pennsylvania, is directly south of Sodus Bay, the most southerly portion of Lake Ontario, and within 113 miles, and only 35 miles of rail are now wanting to connect them, the last link is the present road, and the Canandaigua and Jefferson, the Chemung, the Erie, and the Blosburgh and Corning, already completed, make out the remaining distance. The quantity that will be consumed by the steam navigation of Lake Ontario, and the population bordering the Lake must be enormous.

A preliminary survey, with maps, profiles, etc., shows that the road can be built for less than \$400,000, that no grade exceeds 42 feet per mile, and that not more than two or three miles of that will be necessary. The steepest grades *ascend* toward the south, so that the coal traffic will run with the grade. By this road, and the series above mentioned, coal can be loaded at the mines and without any further hauling be delivered in the hold of a steamboat or vessel at Sodus Bay.

On the completion of the road from Dover to Scranton, through New Jersey and Pennsylvania, the distance from Sodus Bay to New York by railroad, will be 10 miles less than it now is from Geneva. Passengers will then reach Sodus Bay in from 10 to 15 hours. It will be likewise far the shortest line from the Lake to Baltimore, Washington and Philadelphia, Sodus Bay being on the Meridian of Washington. These advantages, and the low cost per mile of the construction, are urged to induce the public to take hold of this enterprise, and the companies most interested, the Rochester and Syracuse direct, the Canandaigua and Corning, the Chemung, and the New York and Erie, are also advised to come forward and aid in its speedy completion.

### Cherokee Railroad Company.

The Rome (Ga.) Courier has been favored by the Secretary with the following information concerning the organization of the Cherokee railroad company.

At a meeting of the stockholders on Thursday the 4th ult., held at the Rome railroad depot, Messrs. Alfred Shorter, W. S. Cothran, Nathan Yarbrough, Wm. West, Thomas H. Sparks, Wm. F. Jones and J. R. Alexander, were elected directors.

The board of directors have elected Mr. Shorter President of the company, and Mr. Alexander Secretary and Treasurer.

The following are the Alabama directors:

Geo. C. Whatley, President, M. W. Abernathy, Wm. Scott, W. R. Graham, Walter Billingley, Neil Ferguson, and J. F. Grant, directors.

### Railroad in Turkey.

It is stated in a letter from Belgrade, that it is in contemplation to construct a railway between that city and Constantinople. An English company is about undertaking its execution. This same company has an idea of continuing the same railway into Asia. If this line were completed, the journey from London to Bombay might be made in fifteen days.

### Massachusetts.

*Boston and Maine Railroad.*—The stockholders of this company held their annual meeting on the 15th inst. at Exeter, N. H. The directors were directed to consider the subject of hiring the Cochecho railroad, the final decision to be left to the stockholders. The following gentlemen were elected directors: John Flint, G. W. Ketteridge, Samuel Batchelder, Southworth Shaw, George H. Kuhn, and James Hayward.

### Ohio and Mississippi Railroad.

At the election held on the 6th inst. for directors of the Ohio and Mississippi railroad company, the following gentlemen were chosen.

Jno. O'Fallon, H. D. Bacon, W. H. Belcher, J. H. Alexander, J. B. Brant, Samuel Gaty, J. H. Sturgeon, A. T. Ellis, S. Breese, J. L. D. Morrison, C. T. Chouteau, S. H. Clubb, Alfred Kitchell.

Two more directors have been placed in the board from Missouri than were in the old board.

## Tennessee.

*Nashville and Chattanooga Railroad.*—The Chattanooga Vindicator announces that the cars have commenced running from that city to a point six miles distant, where they meet the daily stages, now plying thence to Nashville. The work is rapidly progressing on the balance of the line, and it is hoped that the entire road will be completed to Nashville the coming winter. Let the tracks unite at Chattanooga, and our friends at Nashville will soon see Savannah cars discharging goods at their doors in four days from the seaboard.

## Portland Company's Locomotive Works, Portland, Me.

HAVING made extensive additions to their works, the Company are prepared to receive ORDERS for LOCOMOTIVES and TENDERS; FREIGHT, MAIL, EARTH and HAND CARS, RAILWAY FROGS, SWITCHES, and CHAIRS, CHILLED WHEELS, SNOW PLOUGHS, and CASTINGS generally.

—ALSO—

STATIONARY ENGINES, HIGH and LOW PRESSURE BOILERS, TOOLS for LOCOMOTIVE SHOPS.

The whole warranted to be of the latest improvements and best workmanship.

J. C. CHURCHILL, Treas.  
JOHN SPARROW, Supt.

Portland, Sept. 21, 1852.

## Stock and Money Market.

The most notable event of the present week has been the sale of the Pennsylvania railroad bonds, which were taken on European account at 103,20. The bonds are 6 per cents, have 28 years to run, and are convertible into stock. The loan is based upon a capital stock *paid up*, of \$9,750,000, and is limited to \$5,000,000. The security for the loan is ample, and the road must be one of the most profitable in the United States. There were a large number of bidders, chiefly from New York.

There continues to be a good demand for first class railroad securities of all kinds; in fact the market may be said to be bare of such. With regard to the new offerings, there is a great deal of caution used, and there is no disposition to buy freely, but upon careful examination. Purchasers who do not fully appreciate the immense field for railroad enterprise in this country, are apprehensive that the more recent projects are in advance of the wants of our people. The excessive dividends, too, which some of the Western roads, which have recently gone into operation, have paid, create suspicion, instead of inspiring confidence; and we admit that they are well calculated to do so. The inference is, that the reports are *cooked*, and that the dividends are declared upon money that should go to the interest, or construction account, for the purpose of carrying the stock to a higher figure, for the benefit of certain parties holding it. The idea of a new road paying 15 and 20 per cent for the first year of its going into operation, is perfectly preposterous. In so brief a period, no adequate estimate can be formed of the earnings of a road, nor of its ultimate cost. The business mode of doing things, is to hold a portion of the first net earnings of a road for contingencies, which are sure to arise and which no foresight can anticipate. When this is not done, or where, for the first year extravagant dividends are paid, it renders the managers liable to the charge either of incapacity, or of acting from improper motives, and creates a feeling of distrust, which extends to the whole class of railroad projects. We ask our friends standing at the head of new works, not to throw discredit upon really excellent projects, by any such unwise course as that to which we have alluded. We know that there

is a great deal of rivalry among some of our new roads, and those conducting them are very anxious to make the best show of earnings; but the obviously proper course will certainly be the most popular one in the end.

Of the new securities coming into the market, one of the best are the bonds of the Dayton and Michigan railroad, a portion of which are offered for sale to day, by Messrs. Winslow, Lanier & Co. The line of this road extends from Dayton to Toledo, a distance of 130 miles. It follows the general course of the Miami canal, but not near enough to it to be competitor for the local business of the latter. It traverses one of the most fertile portions of the State, now destitute of railroad accommodations. It will connect Cincinnati with its appropriate lake port, through which she now carries on her commerce with the east. Nowhere in the west is a railroad more needed to meet the wants of a large commerce than between two such points as Cincinnati and Toledo, and we know of no route that promises a larger through, and eventually local, business. Toledo will soon be connected with the great line now in progress from Buffalo to Detroit, through Canada, by the Toledo, Norwalk and Cleveland railroad with Cleveland, so that it will be on one of the shortest, and most convenient through routes to the east. We are confident that the bonds of no western project will stand relatively better, as soon as the real merits of the project becomes known, than the above. They are based upon sufficient security, and the road is in competent hands.

## Railway Share &amp; Stock List;

CORRECTED WEEKLY FOR THE  
AMERICAN RAILROAD JOURNAL.

NEW YORK, SEPTEMBER 25, 1852.

## GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853	101 $\frac{1}{4}$
U. S. 6's, 1856	109
U. S. 6's, 1862	115
U. S. 6's, 1862—coupon	115 $\frac{1}{4}$
U. S. 6's, 1867	118 $\frac{1}{4}$
U. S. 6's, 1868	119
U. S. 6's, 1868—coupon	119
Indiana 5's	94 $\frac{1}{2}$
Indiana 2 $\frac{1}{2}$	52 $\frac{1}{2}$
" Canal loan 6's	95 $\frac{1}{2}$
" Canal preferred 5's	48 $\frac{1}{2}$
Alabama 5's	95
Illinois 6's, 1847	81
Illinois 6's—interest	54
Kentucky 6's, 1871	109
Massachusetts sterling 5's	—
Massachusetts 5's, 1859	—
Maine 6's, 1855	—
Maryland 6's	108
New York 6's, 1854-5	108 $\frac{1}{4}$
New York 6's, 1850-61-62	116
New York 6's, 1864-65	118
New York 6's, 1866	121
New York 5 $\frac{1}{2}$ 's, 1860-61	108 $\frac{1}{4}$
New York 5 $\frac{1}{2}$ 's, 1865	109
New York 5's, 1854-55	105 $\frac{1}{4}$
New York 5's, 1858-60-62	105 $\frac{1}{4}$
New York 5's, 1866	110
New York 4 $\frac{1}{2}$ 's, 1858-59-64	101
Canal certificates, 6's, 1861	—
Ohio 6's, 1856	106
Ohio 6's, 1860	109 $\frac{1}{4}$
Ohio 6's, 1870	115
Ohio 6's, 1875	116 $\frac{1}{4}$
Ohio 5's, 1866	103
Ohio 7's, 1851	105 $\frac{1}{2}$
Pennsylvania 5's	96 $\frac{1}{2}$
Pennsylvania 6's, 1847-53	91
Pennsylvania 6's, 1879	99 $\frac{1}{2}$
Tennessee 5's	100
Tennessee 6's, 1880	107
Virginia 6's, 1886	111 $\frac{1}{4}$

## CITY SECURITIES—BONDS.

Brooklyn 6's	105
Albany 6's, 1871-1881	107 $\frac{1}{4}$
Cincinnati 6's	103
St. Louis	96 $\frac{1}{2}$
Louisville 6's 1880	95
Pittsburg 6's, 1869-1871	100
New York 7's, 1857	110
New York 5's, 1858-60	103
New York 5's, 1870-75	104
New York 5's, 1890	106 $\frac{1}{4}$
Fire loan 5's, 1886	—
Philadelphia 6's, 1876-90	104 $\frac{1}{4}$
Baltimore 1870-90	108
Boston 5's	102

## RAILROAD BONDS.

Erie 1st mortgage, 7's, 1857	115
Erie 2d mortgage, 7's, 1859	108 $\frac{1}{4}$
Erie income 7's, 1855	98
Erie convertible bonds, 7's, 1871	98
Hudson River 1st mort., 7's, 1869	107 $\frac{1}{4}$
Hudson River 2d mort., 7's, 1860	98
New York and New Haven 7's, 1861	106 $\frac{1}{4}$
Reading 6's, 1870	89
Reading mortgage, 6's, 1860	94 $\frac{1}{2}$
Michigan Central, convertible, 8's, 1860	110
Michigan Southern, 7's, 1860	101 $\frac{1}{4}$
Cleveland, Col. and Cin. 7's, 1859	114
Cleveland and Pittsburgh 7's, 1860	103
Ohio and Pennsylvania 7's, 1865	102 $\frac{1}{4}$
Ohio Central 7's, 1861	96

## RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	Sept. 16.	Sept. 23.
Albany and Schenectady	107	107
Boston and Maine	107 $\frac{1}{4}$	108
Boston and Lowell	—	109 $\frac{1}{4}$
Boston and Worcester	104	105
Boston and Providence	89 $\frac{1}{2}$	99 $\frac{1}{2}$
Baltimore and Ohio	82 $\frac{1}{2}$	83 $\frac{1}{2}$
Baltimore and Susquehanna	29 $\frac{1}{2}$	30
Cleveland and Columbus	—	—
Columbus and Xenia	—	—
Camden and Amboy	149	—
Delaware and Hudson (canal)	128	131 $\frac{1}{4}$
Eastern	98	98
Erie	86 $\frac{1}{2}$	87
Fall River	—	—
Fitchburg	105 $\frac{1}{2}$	105
Georgia	—	—
Georgia Central	—	—
Harlem	72 $\frac{1}{2}$	72 $\frac{1}{2}$
" preferred	111 $\frac{1}{2}$	111 $\frac{1}{2}$
Hartford and New Haven	—	127
Housatonic (preferred)	35	35
Hudson River	72 $\frac{1}{2}$	75
Little Miami	—	—
Long Island	26	25
Mad River	—	99
Madison and Indianapolis	105 $\frac{1}{2}$	116 $\frac{1}{2}$
Michigan Central	113	111
Michigan Southern	123 $\frac{1}{2}$	123
New York and New Haven	114	113
New Jersey	134	134
Nashua and Lowell	—	—
New Bedford and Taunton	—	117
Norwich and Worcester	55	53 $\frac{1}{2}$
Ogdensburg	26 $\frac{1}{2}$	27
Pennsylvania	46 $\frac{1}{2}$	46 $\frac{1}{2}$
Philadelphia, Wilmington & Balt.	32 $\frac{1}{2}$	34 $\frac{1}{2}$
Petersburg	—	—
Richmond and Fredericksburg	100	97 $\frac{1}{2}$
Richmond and Petersburg	35	35
Reading	94 $\frac{1}{2}$	99 $\frac{1}{2}$
Rochester and Syracuse	122 $\frac{1}{2}$	122 $\frac{1}{2}$
Stonington	60	61
South Carolina	—	122 $\frac{1}{2}$
Syracuse and Utica	135	138
Taunton Branch	115	115
Utica and Schenectady	139 $\frac{1}{2}$	140
Vermont Central	18	18 $\frac{1}{2}$
Vermont and Massachusetts	20 $\frac{1}{2}$	29 $\frac{1}{2}$
Virginia Central	—	40
Western	105	105
Wilmington and Raleigh	57 $\frac{1}{2}$	57 $\frac{1}{2}$

## Railroad Lanterns.

Our readers will find an advertisement of every variety of railroad Lanterns in another page.

## Ship Canal from the St. Lawrence to Lake Champlain.

The report for 1851 of the commissioners of Public Works in Canada, has just been published and the most important measure urged, is, without doubt, the construction of a ship canal between the waters of the St. Lawrence and lake Champlain. The arguments and the statistics presented in the report of the commissioners are of general interest on both sides of the political line dividing the U. States from Canada, and if it is urged on the Canadians that this enterprise will give increased employment to their canals and railroads, it will be seen on the other, that the productions thus carried are directed towards Albany, New York and Boston, and the markets and exporting depots of the United States. The possession of mere conduits of trade, are not so important as the ability to consume and fashion the material products of commerce. We shall endeavor to present an abstract of the views of the commissioners on this subject.

The proposed canal is to form a link in a competing line of transportation for the great trade which passes between tide water on the Hudson and the railroads of New York and New England on the one hand, and the western states and Canada on the other. By affording this link, the St. Lawrence, and other Canadian canals, will be made successful rivals of the Oswego and Erie canals, and the Erie, New York Central, Ogdensburg and Cape Vincent railways.

By this canal the lumber region of the Ottawa and St. Lawrence is thrown into direct and cheap communication with the greatest lumber mart in the world—that of Albany and Troy—enhancing greatly the value of this staple, the supply of which will soon be almost exclusively Canadian. It opens from the sea to the districts around lake Champlain, via Quebec, the cheapest supply for coal, iron, salt, fish, oil, etc.

The trade for which the proposed work is to be a competitor, is that of the *through traffic* of the N. Y. state canals,—this shipped from the western states and Canada for the year 1850, as shown by the returns for that year, was as follows:

	Tons.	Value.
Coming in by Buffalo.	626,655	\$19,264,185
"    "    Oswego.	340,338	7,664,130
"    "    Whitehall.	80,691	1,457,662
<b>Total</b>	<b>1,047,684</b>	<b>\$28,385,977</b>

During this year 47,107 tons arrived at tide water by railroad, a small portion of which is probably *through traffic*. In the 80,691 tons coming by Whitehall, are included the exports from lake Champlain, which would not come over the proposed canal; at the same time there is to be set off produce received from the St. Lawrence for lake Champlain consumption or for Boston and the interior of New England. The *through business* of the Erie railroad is also not included. The down trade between the lakes and the St. Lawrence, on one side, and the Hudson and the eastern states on the other, may be set down at one million of tons, of 2000 pounds, open to the competition of this canal.

The merchandize which left the Hudson river for the west and Canada, during 1851, was:

	Tons.	Value.
By way of Buffalo.	99,918	
"    "    Oswego.	74,981	\$62,963,640
"    "    Whitehall.	17,124	
		<b>192,023</b>

In addition 29,112 tons left by railroad, a portion of which may have been "*through traffic*." After

deducting from the tons which went by Whitehall, the portion left on lake Champlain, the up trade open to the completion of the canal may be assumed at 200,000 tons. The ratio of future increase is indicated by the total through tonnage along the above lines for the following years:

	Tons.	Tons.
Down in 1845	304,551	Up..... 58,455
" 1851	966,993	"..... 192,023

The construction of railroads in the north-western states at the rate of 1000 miles in a year, must tend to increase this through trade, by turning it in this direction in preference to New Orleans, the export trade of which city, by this competition, is already stationary.

The magnitude and future increase of the trade being shown, the report goes on to point out the advantages of the new route. The Welland canal is stated to have increased in tonnage carried, more rapidly than the Erie, and the Oswego route has progressed more rapidly than the Buffalo, simply because it shortens the canal navigation 154 miles and increases the length of the voyage for the lake craft without increasing the whole time of transport. This progressive increase is shown by the following table.

	Down.	Tons.
1840, Buffalo tons...	138,101	Oswego.... 20,047
1845 " " 233,133	"..... 110,318	
1850 " " 498,611	"..... 275,247	
1851 " " 626,655	"..... 340,338	
	Up.	
1840 " " 18,863	"..... 3,192	
1845 " " 37,713	"..... 11,905	
1850 " " 79,405	"..... 35,091	
1851 " " 99,918	"..... 74,981	
	Salt trade up.	
1840 " " 11,156	"..... 22,481	
1845 " " 10,877	"..... 32,596	
1851 " " 15,042	"..... 56,871	

There is every reason to believe that if a communication be perfected which would reduce the canal boat navigation *not 154 miles only, but 297 miles*, with but one transhipment, its success must be decided.

The Ogdensburg road carried between the opening of navigation and the 24th July, 1852, from the St. Lawrence.

Flour.....	310,412 barrels.
Wheat.....	210,120 bushels.
Corn.....	155,279 "

The cost of transporting a barrel of flour via this road to New York, is 2s. per barrel, the portion of which coming to the road is a fraction under 10d. per barrel, the price from Rouse's Point to New York being 1s. 3d., and from Whitehall 9d. per barrel. The margin then of transportation is 1s. 3d. to transport a barrel from Ogdensburg to Whitehall; now, 9d. would be ample additional freight for a vessel to continue on from lake Ontario thro' a ship canal to Whitehall; the railroad must then come down from the present price of 1s. 3d. to 9d.—3d. of which must be given to the carrier on the lake leaving only 6d. to the road to cover transport, storage, loading and unloading. The competition by railroad is thus disposed of. On the Erie canal in 1851, the average tonnage of boats was 78 tons, and the cost of transport including toll 49 cents, of which 23½ is toll, leaving 25½ cents for freight. Starting from Cleveland, the cost of transport via the Erie canal including freight to Buffalo, transhipment at Buffalo, 49 cents; carriage to Albany, and freight from Albany to New York is estimated at 3s.—9d. is seen to be the cost from Whitehall to New York leaving 2s. 3d. as the margin to cover

freight and tolls from Cleveland to Whitehall. If the tolls were abolished on the New York ca-

nals, the average freight from Cleveland to New York would be 36½ cents, and from Whitehall to New York 11½ cents, being 25 cents as the margin between Whitehall and Cleveland, which would be a remunerative freight on a barrel between those last named points. In point of time it is calculated that the transport would be made to New York in 6 days time by the lake route and canal, against 9 days by Buffalo and the Erie canal.

It is believed that the appearance of brigantines and 500 ton steamers at the foot of Lake Champlain, coming from Lakes Michigan, Huron and Superior, would at once cause the enlargement of the canal from Whitehall to Troy, to accommodate the increased trade, and that the influence of New York city alone would be sufficient to ensure its accomplishment.

The cost of the proposed canal to connect the waters of the St. Lawrence and Lake Champlain, is estimated at £450,000.

The amount of sawed lumber which reached the Hudson river in 1851, was 427,000,000 feet, or 711,731 tons, valued at \$7,200,000. Of this 200,000 tons were exported from Canada, and it is estimated that the total amount required for this market will soon be not less than 1,000,000 tons, of which 500,000 will be furnished by Canada.

## Mobile and Ohio Railroad.

The Sumter county Democrat says that the bidding at the Lauderdale Springs the other day on the contract lettings for the Mobile and Ohio railroad was very spirited. "The improvement in the price of land, the general spirit of activity and energy and hope, amongst the people, and the universal impression of confidence in the stock of the road, as an investment, (it continues) induced much the largest number of bids to be made by the landholders of the country living adjacent to the line of the road. Many of the citizens of Sumter, partaking of the general confidence, were successful bidders for contracts."

It concludes as follows :

The advantage of all this has been very great to the people of Lauderdale, already, in enhancing, over an hundred per cent., in many instances, their lands. When, however, the "Giant Iron Horse" clangs and snorts through the forests and fields of that region, it will be a sight to see him slake his eager thirst at the splendid fountains of the Lauderdale springs, and, adding to his load, speed on in his mission to the bosom of the great Egypt of the North-west, or to the great Gulf mart.

## Wisconsin.

*Lake Shore Railroad.*—We learn from the Sentinel that the votes cast in the several wards of Milwaukee, at a recent election, on the question of loaning the city credit in aid of the Fond du Lac and Lake Shore railroad, was sufficiently significant. Eleven hundred and forty-eight votes were cast, of which only twenty nine were in the negative—leaving a majority of eleven hundred and twenty one.

## Michigan.

*Canal around St. Mary's Falls.*—The bill grants the right to the State of Michigan to make the canal on the line of survey heretofore made for that purpose, or such route as, under the approval of the Secretary of War, may be selected; and provides that the width shall be 100 feet wide, with a water depth of 12 feet, and the locks 250 feet long and 60 feet wide. It appropriates 750,000 acres of land to be selected in the State of Michigan, and binds the State to make it within ten years under penalty.

**To Railroad Contractors.**

**OFFICE ILLINOIS CENTRAL RAILROAD**  
**NEW YORK, SEPTEMBER 1852.**—Sealed  
 Proposals will be received at the office of the Chief  
 Engineer, in the city of Chicago, Illinois, for the  
 Grading, Masonry, Bridging, and Superstructure,  
 or either of them, with, or without materials on the  
 following Divisions of the Illinois Central Rail-  
 road, to wit:—

3rd Division from Township No. 1, North  
 of the Base Line of the 3rd principal  
 meridian, including sections 113 to 151. 39 miles.  
 4th Division, terminating at Decatur, in-  
 cluding sections 152 to 204. 53 miles.  
 5th Division terminating at Bloomington,  
 including sections 205 to 247. 43 miles.  
 7th Division from Lasalle to Freeport, in-  
 cluding sections 309 to 386. 78 miles.  
 11th Division from Urbana to S. line T.  
 12, including sections 583 to 630. 48 miles.  
 12th Division terminating at the junction  
 of Chicago Branch with the Main Line,  
 including sections 631 to 704. 74 miles.

Total ..... 335 miles.

Proposals may be for the entire length of each  
 division, or for the following sections:

3rd Div., for sec. 113 to 135 inclusive	23 miles.
" " 136 151 "	16 "
4th " 152 180 "	29 "
" 181 204 "	24 "
5th " 205 236 "	22 "
" 237 247 "	21 "
7th " 309 312 "	4 "
" 313 324 "	12 "
" 325 352 "	28 "
" 353 370 "	18 "
" 371 386 "	16 "
11th " 583 608 "	26 "
" 609 630 "	23 "
12th " 631 650 "	20 "
" 651 669 "	19 "
" 670 681 "	12 "
" 682 690 "	9 "
" 691 704 (more or less)	14 "

Proposals will be received at the office in Chicago, until the 11th day of October, 1852.

Profiles, Plans, and Approximate Estimates of  
 quantities will be ready for inspection, and blank  
 forms for proposals will be furnished at No. 50  
 Wall street, New York City, or at the office of the  
 Chief Engineer in Chicago, Illinois, and after  
 —1852, the same as relates to the 3rd and  
 4th divisions at Vandalia, to the 5th division at  
 Bloomington, to the 7th division at Lasalle and  
 Freeport, to the 11th division at Urbana, and to the  
 12th division at Vandalia.

Payments will be 80 per cent cash, and the bal-  
 ance on the completion and acceptance of the work  
 in cash, or 7 per cent construction Bonds, at the  
 option of the Company.

Satisfactory references will in all cases be re-  
 quired.

R. B. MASON, Chief Engineer.

**Oxford Furnace, N. J.**

ESTABLISHED A. D. 1743.

THE Subscriber manufactures and keeps constant-  
 ly on hand for sale, every variety and size of Rail-  
 road Wheels made from the celebrated Oxford Iron.  
 All orders addressed to CHAS. SCRANTON, Ox-  
 ford Furnace P. O., will be attended to promptly.

Sept. 11, 1852. 1y\*

**PROSSER'S  
 PATENT LAP-WELDED  
 Wrought Iron Boiler Tubes,**

ALSO,

Their PATENTED TUBES FOR EXTERNAL  
 PRESSURE, made with a free joint  
 either of Iron or Brass.

Every article necessary to drill the Tube-Plates, and  
 to set the Tubes in a proper manner, and  
 to keep them in good condition.

**CORE BARS FOR FOUNDRY USE.**

Iron Tubes for Artesian Wells, screwed together  
 flush on either side.

THOMAS PROSSER & SON. Patentees,  
 28 Platt street, New York.

**Babcock & Fennell,**

NEW ORLEANS,

GIVE their personal attention to forwarding Rail-  
 road Iron, Machinery, etc.

Refer to—

DAVIS, BROOKS & CO., } New York.  
 CHARLES T. GILBERT, }

**To Chief Engineers.**

A YOUNG MAN is desirous of a situation, ei-  
 ther in Field Work, or as Practical Draughts-  
 man. Has just completed an engagement in this  
 country; before which, was engaged for six years  
 with an Engineer in Scotland—part of the time as  
 Draughtsman. Is in possession of all instruments  
 necessary for Surveying, Leveling, etc. Please  
 address J. H. STEWART, Box 70, Post Office,  
 New York.

**Dayton and Michigan Rail-  
 road Company.****PROPOSALS FOR LOAN.**

**\$100,000**

DAYTON AND MICHIGAN SEVEN PER  
 CENT. FIRST MORTGAGE CONVERTI-  
 BLE BONDS.

The Dayton and Michigan Railroad Company offer for sale \$100,000 of their Mortgage Bonds, with Coupons.

They are in sums of \$1,000 each, payable the 1st July, 1867, with interest at 7 per cent. semi-annually, in the city of New York, on the 1st January and 1st July in each year, where the principal sum is also payable. They are secured by a first and only Mortgage, or Deed of Trust, to Joseph B. Varnum, of the city of New York, in trust for the Bondholders. They are issued under acts of the Legislature of Ohio, authorising them and the mortgage to secure their payment. The amount of bonds thus to be issued under the mortgage is one million of dollars. They are convertible into the capital stock of the company at the option of the holder.

The amount of Bonds at present to be issued under the mortgage is \$300,000, of which only \$100,000 will now be offered for sale.

The mortgage covers the entire line of the company, their property real and personal, commencing at the termination of the Cincinnati and Dayton Railroad, at the city of Dayton, Ohio; thence by Troy, Piqua, Sidney, Lima, Perrysburgh, Maumee City and Toledo, to the Michigan State line, in the direction of Detroit, 140 miles long.

The mortgage provides that the company shall only issue and the Trustees certify under it, \$800,000 of bonds, until after the road is finished and in operation to Sidney, 38 miles; \$200,000 more after the same is finished and in operation to Lima, 65 miles, and so on as the road is completed from point to point, and the money needed to purchase iron, rails, etc.

It is the first and only lien thereon, and the only debt of the company.

The part of the line lying between Dayton and Sidney is nearly graded and bridged, the rails having been purchased and now in the course of arrival—will be completed and in operation by the first of June next.

An arrangement has been made with the Cincinnati and Dayton road to run it for the present.

The entire line from Dayton to the Michigan State line, equipped for one year, is estimated to cost \$2,500,000. That part lying between Dayton and Sidney \$650,000.

It is the purpose of the company to complete the line to Sidney first, the residue point to point continuously as the means of the company will permit.

To complete the road to Sidney, the company has an available stock subscription of about \$400,000, which has been mostly collected and expended on the line. To raise the remaining means this loan has been resorted to.

Active measures are in progress by the company to raise the necessary stock subscription to complete the entire line. A considerable sum has already been subscribed. The entire line, it is expected, will be placed under contract for graduation and masonry early next year, and completed within the year following.

The mortgage gives full power to the Trustees to take possession of the road, its personal effects, franchises, depot grounds, etc., and to sell the same to the highest bidder, to raise money to pay either interest or principal in case of default.

The country through which the road passes, with its connecting link to Cincinnati, is not only unsurpassed but unrivalled by any other of equal extent in the Union, in fertility of soils, capability of sustaining a dense population, and in all the elements of wealth and prosperity.

The report of the Auditor of the State of Ohio for 1851, shows that about one-fourth of the entire taxable property of that State was found in the twelve counties through which this line passes from Toledo to Cincinnati.

The southern portion of the line passes through the most populous and fertile portion of the United States; half a century ago it was an unbroken forest.

At Sidney this line crosses the Bellefontaine and Indiana railway; at Lima, the Ohio and Indiana, which will prove a valuable tributary, opening to it the immense trade of the region around Fort Wayne, and that west and north of it.

At Toledo it connects with the Michigan Southern and Lake Shore roads. The line will soon be extended to Detroit. At Dayton it connects with the road to Cincinnati south, and to Indianapolis west, and Columbia east.

This road will probably pay its shareholders quite as well as the Cincinnati and Dayton road, whose stock is now at or above par.

An examination of a map of this line will show that it occupies a most important position, nearly, if not quite, equal to any other in that state.

Sealed proposals will be received for any amount not less than \$1,000, until Saturday, the 26th day of this month, at 3 o'clock P. M.

Proposals will be addressed to the Agents of the Company, Messrs. WINSLOW, LANIER & CO., No. 52 Wall st., endorsed "PROPOSALS FOR DAYTON AND MICHIGAN RAILROAD BONDS."

Twenty-five per cent of the purchase money will be required to be paid on accepting the bids, the remainder in equal monthly instalments of 25 per cent. Any purchaser will be at liberty to pay in full at once. Interest on the Bonds will run from the day of payment.

The above \$100,000 will be sold absolutely and without reserve to the highest bidder.

A printed exhibit, with a map and all necessary information in relation to these securities, can be had by calling at the office of the Company's Agents, No 52 Wall st., New York.

JNO. G. TALFORD, President.  
 New York, Sept. 6th, 1852.

**To Contractors.**

SEALED PROPOSALS will be received at the Engineer's Office of the Freehold and Jamesburg Agricultural Railroad, at Jamesburg, Middlesex County, New Jersey until Wednesday the 6th of October; for the grading of 11 1/4 miles of said road, from Jamesburg to Freehold.

The line will be ready for examination by Sept. 20th; when an Engineer will be at the office to give such information as may be required.

The road will be divided into sections of a mile, to a mile and one half.

WM. COOK, Engineer.  
 ENGINEER'S OFFICE, }  
 Jamesburg, Sept. 13, 1852. }

**To Contractors.**

PROPOSALS will be received at the office of the Alabama and Mississippi Rivers Railroad Company, in Uniontown, Ala., until the first of October next, for the Graduation, Masonry, Bridging and Cross-ties of said road, from the west bank of Valley Creek to Uniontown, 28 sections about one mile each. Bids proposing the entire payment, or a percentage thereof, in the stock of the road, will receive the most favorable consideration. Specifications can be seen at the office of the company in Uniontown, and also at the office of the Chief Engineer in Selma, Ala. J. J. DRAKE, Sec'y.  
 Uniontown, Ala., August 16, 1852.

**To Contractors.**

*Office of the Dauphin and Susquehanna Coal Co., No. 54 Wall-st., New York, Sept. 22, 1852.*

PROPOSALS will be received until the 15th day of October next, for the graduation, masonry and bridging of that part of the Dauphin and Susquehanna Coal Company's Railroad extending from near Rausch Gap on the line now open for travel, to Auburn on the Philadelphia and Reading Railroad, a distance of about 31 miles.

The character of the work is such as to render it well worthy the attention of contractors, and payments will be made in cash.

The Directors reserve the right of rejecting any proposals that may be deemed unsatisfactory.

Plans, profiles, etc., can be seen, and further information be obtained, by application to the Chief Engineer, Richard B. Osborn, at the Company's Office, No. 73 South 4th st., Philadelphia, after the 9th of October next, or on application to the undersigned.

Proposals to be addressed to A. G. Jaudon, Secretary, (marked Proposals for grading, etc.,) at the office of the Company, 54 Wall-st. New York.

THOMAS CHAMBERS, President.

**Griffith's Patent Double Machine for making Wrought Iron Railroad Chairs.**

THE undersigned, in calling the attention of the public to the superiority of his Patented Machine for making Wrought Iron Chairs, desires to point out the following advantages which it possesses over all others:

First. It adds to the lips of the chair very considerable strength, which cannot be obtained by any other machine with the same size of plate; and it renders the chair perfect without the aid of a hammer to fit the cross tie, so that it can be firmly united with a rail of any required size now in use.

Secondly. These machines are got up cheap and strong, and are so constructed as to make two sorts or sizes of chairs at the same time, with the same amount of labor as though working a single machine; so that, double the amount of labor is obtained with the same number of hands, besides the saving of coal in the furnace. These facts demonstrate the great advantage and superiority of my Patent Double Machine over all others yet introduced.

All letters, and orders for machines, patent rights, etc., will meet with immediate attention.

Please address ROBERT GRIFFITH,  
1m39  
Newport, Kentucky.

**To the Owners of Furnaces, Forges and Rolling Mills, ENGAGED IN THE MANUFACTURE OF IRON IN NEW JERSEY AND ADJOINING STATES.**

THE Subscriber proposes to sell, or lease for a term of years, his well known Iron Mine, at Suckasunny, in Morris County, State of New Jersey, situated nine miles from Morristown, and three from Dover.

Offers to purchase or lease the same will be thankfully received at the mine, till the first day of December next, by the subscriber.

MAHLON DICKERSON,  
Suckasunny, N. J.

September 9, 1852. 2m

**Gerard Ralston,  
21 TOKEN HOUSE YARD, LONDON,  
OFFERS HIS SERVICES FOR THE PURCHASE AND SALE OF AMERICAN SECURITIES, COLLECTION OF DIVIDENDS, DEBTS, LEGACIES, ETC., And for the Purchase and Inspection of Railroad Iron, Chairs, or any kind of Machinery.****REFERENCES:**

Messrs Palmer, McKillop, Dent & Co., London.  
" George Peabody & Co., London.  
" Curtis, Bouve & Co., Boston.  
Richard Irvin, Esq., New York.  
Robert Ralston, Esq., Philadelphia.  
C. C. Jamieson, Esq., Baltimore.

38tf

**Locomotives and Machinists' Tools.****THE LOWELL MACHINE SHOP**

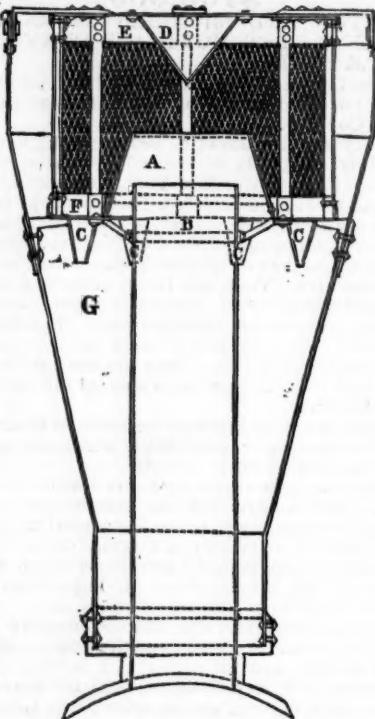
I prepared to execute orders for Freight and Passenger LOCOMOTIVES of different classes, with outside or inside Cylinders of approved design and faithful workmanship.

Also—

**MACHINISTS' TOOLS,**

with the latest improvements—consisting in part of Hand and Engine LATHES; VERTICAL DRILLING MACHINES; PLANERS; COMPOUND PLANERS; SHAPING MACHINES; SLOTTING MACHINES; BOLT CUTTERS; Machines for boring Crank Pin holes; Trip Hammers, etc., etc. WILLIAM A. BURKE, Superintendent.

Lowell Mass., August 23, 1852.

**Matthew's Patent SPARK ARRESTER.**

THE Patentee of the above named Spark Arrester invites the attention of Railroad Directors and Officers of Railroads, who have no other interest than the comfort and safety of passengers, and the economy of their company, to test them and judge for themselves. To all such persons, the Patentee will furnish his Patent Spark Arrester free of charge, by such parties sending the necessary dimensions. And the price will be, for the Spark Arrester and Chimney, with patent right to use and repair the same, all ready to place on the Locomotive, \$130—if approved; if not approved, and returned, no charge made. He warrants them superior to any in use, in all points, lighter, cheaper, more durable, safer, cleaner, saving from 15 to 20 per cent in fuel.

The necessary dimensions to be furnished, are: 1st. The radius of the smoke box, on which the pipe sets. 2d. The height from smoke box to top of pipe. 3d. The diameter of cylinder and length of stroke. 4th. Whether a cut-off is used or not.

DAVID MATTHEW,  
Penn st., (one door north of Almond st.)  
Philadelphia, Pa.

**TESTIMONIALS.**

Office of the Syracuse and Utica R.R. Co.,  
Syracuse, August 18, 1842.  
This company have several "Patent Spark Arresters and Chimneys" upon their locomotive en-

gines, which were furnished by David Matthew, constructed according to the specification attached to his patent.

They are by far the best smoke pipe and spark arrester that we have tried or seen.

No inconvenience from sparks or cinders is suffered by the passengers; nor is the draft impeded.

We consider them a great improvement, and regard them as almost indispensable in our business.

JOHN WILKINSON, President.

Office of the Auburn and Rochester R.R. Co.,  
Canandaigua August 26, 1842.

This may certify, that there has been in use on the Auburn and Rochester railroad, for the last two years, eight of Matthew's "Patent Spark Arresters," which have given the most perfect satisfaction. From the use of the Arresters on this road, and what I have seen of them elsewhere, I have no doubt but that they are the best in use in the country.

R. HIGHAM,  
Supt. and Engineer A. & R. R. R.  
To DAVID MATTHEW, Machinist.

Auburn and Syracuse R. R. Office,  
August 29, 1842.

Dear Sir—The three Spark arresters of your patent, which we have in use on our road, have given perfect satisfaction, and we consider them superior to any now in use, combining as they do the power of arresting the sparks and cinders, without affecting the draft of the engine. Respectfully yours,

E. P. WILLIAMS, Superintendent.  
M. W. MASON, Supt. of Machinery.  
To DAVID MATTHEW, Esq.

Rochester, August, 1842.

We, the undersigned, have used D. Matthew's Patent Spark Arresters and Chimney on the locomotive engines used on the Auburn and Rochester railroad, of different manufacturers, viz: Rogers, Ketchum & Grosvenor, Norris, and Eastwick & Harrison, for more than one year; and all the engines using these Spark Arresters and Chimney have made steam as free as with any other pipe we have ever used; and we believe the draft is as good as any other pipes of the same dimensions, and prevents the escape of sparks and cinders. There has not been any expense for repair on the Spark Arrester or Chimney since they have been put on the locomotive engines; and we further think that they will last for years with little or no repairs.

THOS. SNOOK, Supt. M. P.  
CHARLES W. HIGHAM,  
N. C. MARTIN,  
WM. HART,

Locomotive Engineers.

Syracuse, August 21, 1842.

We, the undersigned, locomotive engineers on the Syracuse and Utica railroad, have used during the last two years, David Matthew's "Patent Spark Arresters and Chimneys," and on our engines we have been able to generate steam as freely as with any other pipe we have ever used. The draft is as strong and free as that of an open pipe of the same diameter, and most effectually prevents the escape of fire and cinders. There have, as yet, been no repairs required to any of these pipes, and we believe they may be used for years with but trifling expense to keep them in perfect order. We certainly consider this pipe a great improvement over any other with which we have been acquainted.

DAVID BEGGS, Supt. M. P.  
PETER GRANT,  
WILLIAM McGIBBON,  
WILLIAM CESSFORD,  
JAMES BONNER,  
JOHN VEDDER, Jr.,  
Locomotive Engineers.

Syracuse, April 4, 1847.

Mr. DAVID MATTHEW:

Dear Sir—Your letter came duly to hand, in relation to the Spark Arresters. Those which we use are all of your patent; and on the neighboring roads we got others to try, but they were not good, and we had to substitute yours.

I am, dear sir, yours respectfully,  
DAVID BEGGS,  
E. M. P. Sy. and Utica Railroad.

Utica and Schenectady Railroad Office,  
May 5, 1847.

Mr. DAVID MATTHEW:

Sir:—In regard to the "Spark Arrestor," several kinds have been tried; but yours, as you left it, has been constantly in use. We have your patent on fifteen engines, and use no other kind. Nothing tried here has been so acceptable to us.

Respectfully yours, ob't serv't,  
WM. C. YOUNG,  
Supt. and Eng. U. & S. R. Co.

Locomotive Works, Philadelphia,  
February 2, 1850.

Mr. DAVID MATTHEW, Vulcan Works, Baltimore:

Dear Sir:—Your letter of 30th ultimo reached us only this morning, and in reply we would state, that we have not had much opportunity of judging of the merits of your Pipe in comparison with others, but that on the Utica and Schenectady Railroad, where we have a number of our engines running, your Pipe is exclusively used, and preferred to all others.

Yours, very truly,  
NORRIS, BROTHERS.

Patterson, N. J., Feb. 6, 1850.

Mr. DAVID MATTHEW, Baltimore:

Dear Sir:—Your favor of the 31st January is received. When we used your Spark Arresters on our locomotives they gave entire satisfaction, and we should have continued to use them if we could have procured them; but the gentleman at Catskill, who, we understood, had made arrangements with you respecting the sale of the right to use them, refused to furnish them, except there was an agreement made for selling the right to the whole road. This we could not do, which compelled us to procure our Spark Arresters elsewhere.

We have often been applied to for your Spark Arresters; but as we could not procure them, we have been obliged to furnish others.

Your Spark Arresters have been highly spoken of by all those that we know who have used them, and we think they are equal to any in use.

Very respectfully,  
ROGERS, KETCHUM & GROSVERNOR.  
Per S. J. ROGERS.

Utica and Schenectady Railroad Office,  
Schenectady, Feb. 19, 1850.

DAVID MATTHEW:

Dear Sir—I received yours of January 25th, in reply to smoke-pipes, we consider the Spark Arrestor of yours, used by us, far superior to any in use.

Respectfully, your obedient servant,  
C. VIBBARD, Sup't U. & S. Railroad.

Mr. DAVID MATTHEW—

Dear Sir:—In reply to your enquiries I have to state, that I have been engaged in the manufacture of your "Spark Arrestor and Smoke-Pipe for steam engines," for over ten years last past.

I have no hesitation in saying, that your "Spark Arrestor" is the best that has ever been in use in this country. I have seen all others, or nearly all others tried, but your invention, as patented 31st December, 1840, possesses all the requisites for railroad and other uses in a degree decidedly superior to them all. I am now employed as an engine builder in the establishment of the Hudson River Railroad, and after a careful trial of all the spark arresters and pipes most esteemed in this country, we have found yours to be decidedly the best, and, in this opinion I am supported by the chief superintendent of motive power of that road, who has so expressed himself to me.

I am, very respectfully, your ob't serv't,  
JOHN TAYLOR.

DAVID MATTHEW, Esq.:

Dear Sir—Your "Patent Spark Arrestor," has been in use on our Locomotives since 1840, during which time we have tried several of a different construction. We can recommend yours as being the most effective and economical of any used by us. Little or no inconvenience from sparks is suffered by passengers; nor is the draft obstructed. From the best estimate we can make they can be kept in repair for about ten dollars each per year.

C. VIBBARD, Superintendent.  
V. BLACKBURN, Mast. Ma.

Office of the Syracuse and Utica R. R. Co.,  
Syracuse, August 7, 1851.

My Dear Sir:—I am glad that you obtained your right of building Spark-Arresters, and most certainly it is the best in use, and generally approved of. I think they are using them pretty generally on the Hudson River R. R., and all the other patents which have been made since the date of yours, are copies in some degree, from yours. Anything that I can do to forward your interests in this matter will be done with cheerfulness. I think of going to Philadelphia this summer, and shall call on you.

Yours, very truly,

D. BEGGS.

Utica and Schenectady Railroad Office,  
Schenectady, August 30th, 1851.

This is to certify that Mr. David Matthew's Spark Arresters have been used on a number of the locomotives constructed by the Newcastle Manufacturing Company. They have, in all cases, given entire satisfaction. With them the exhaust pipes can always be made sufficiently large to ensure a full discharge of steam; while at the same time, they afford the necessary draught, and completely stop the sparks. I cheerfully recommend them to the attention of railroad companies and manufacturers of locomotive engines.

ANDREW C. GRAY,  
Pres't Newcastle Manufacturing Co.

Albany, September 8th, 1851.

Gen. W. SWIFT:

Dear Sir—This will serve to introduce to your favorable notice Mr. David Matthew, who is the inventor, and holds the patent for a Spark Arrestor, which has been used by many of our railroads on their locomotives. I consider it a valuable improvement, and do not doubt but Railroad Companies will generally use it. Yours respectfully,

ERASTUS CORNING.

Office Hudson River Railroad,  
New York, February 14, 1852.

D. MATTHEW, Esq.:

Dear Sir—I am so little acquainted with the merits of different kinds of Spark Arresters, that I do not feel competent to give an opinion for publication. I know that your Arrestor is a good one, and has been highly esteemed on the roads where I have been employed. But I have not sufficient practical knowledge of the subject, to venture any comparison of its merits with other kinds of arresters.

Yours truly, O. H. LEE, H. R. R.

Office of the Hudson River R. R.,  
31st st., New York, May 16, 1852.

Mr. DAVID MATTHEW:

Dear Sir—I have been acquainted with your Spark Arrestor since its introduction, and have carefully watched its operation in comparison with many others. I have no hesitation in saying, that as a Spark Arrestor without diminution of draft, it has no equal in use. I have been able to use a much larger exhaust pipe than with other pipe, and, from experiments recently made, I am satisfied that the Cap, or Spark Arrestor, is no impediment to the draft of the open chimney. Very respectfully,

HENRY WATERMAN,  
Superintendent of Motive Power.

I have this day purchased the right to use the above pipes on the Saratoga and Washington railroad, and concur in all that Mr. Sargent has said of them.

J. VAN RENSSELAER,

Superintendent S. & W. R. R.  
Saratoga Springs, May 22d, 1852.

Albany and Schenectady Railroad, Albany.  
Having used Mr. Matthew's Spark Arrestor on our engines, and considering it a valuable invention, we have purchased the right to use it on our road.

E. C. M'INTOSH, President.

Schenectady and Troy R. R. Office,  
Troy, July 20th, 1852.

I have this day purchased the right to use Mr. Matthew's Spark Arrestor on this road; I have been acquainted with this Spark Arrestor for ten years, and consider it the best that has come under my notice.

EDWARD MARTIN,  
Superintendent S. and T. R. R.

Office Rensselaer and Saratoga Railroad,  
Troy, May 22d, 1852.

This may certify that I consider the Patent Locomotive Smoke Pipes and Spark Arrestor of D. Matthew's as more economical and safe than any now in use. It is more durable, and throws less fire and cinders, without impairing the draft, they have been in constant use upon the different roads under my charge since 1841, as have all the other various kinds now used, and after this long experience and careful observation, I am entirely satisfied that those invented by Mr. Matthew are decidedly the best, and I have secured the right to use the same by this company, and the Saratoga and Schenectady railroad company, by purchase made yesterday.

L. R. SARGENT, Superintendent.

I have this day purchased of Mr. Matthew the right to use his Spark Arresters on the Syracuse and Utica railroad. I believe it is the best pipe there is.

JOHN WILKINSON,

President S. & U. R. R.

Syracuse, July 16, 1852.

I have this day purchased of Mr. David Matthew the right to use his Patent Spark Arrestor on the Rochester and Syracuse railroad, during its present term, and renewal or extension, believing it to be the best Arrestor now in use.

CHARLES DUTTON, Supt.

Superintendent's Office

Buffalo and Rochester Railroad Co.,  
Buffalo, July 29, 1852.

David Matthew, Esq., has this day conveyed to this company the right to use his Spark Arrestor, patented in 1840. It has been in use on this road for some years past, and gives better satisfaction than any other improvement claiming the name of Spark Arrestor.

HENRY MARTIN,

Superintendent, J. W.

REFERENCE is made to the following Gentlemen and Companies, with whom Agencies have been established for the sale of the Spark Arrestor, and rights under the Patent:—

Erastus Corning, Esq., Albany, N. Y.; Messrs. Rogers, Ketchum and Grosvenor, 74 Broadway: New York city, and at their Works in Patterson, N. J.; The New Jersey Locomotive Machine Company, at Patterson N. J., James Jackson, President,—address also at Patterson, Messrs. William Swinburne & Co., Locomotive Builders, Patterson, N. J.; Messrs. Norris, Brothers, Philadelphia, Pa.; M. W. Baldwin, Esq. do; A. C. Gray, Esq., Newcastle Manufacturing Company, Newcastle Delaware; the Schenectady Locomotive Iron Works, Schenectady, N. York; The Boston Locomotive Works, Boston, Mass.; The Taunton Locomotive Manufacturing Company, Taunton, Mass.; Wm. Cundie Patterson, N. J.; Clite & Brothers Schenectady; Peter Smith, Albany, N. York; Thomas Snock, Rochester, N. Y.; Nashville Manufacturing Company, Nashville, Tenn.; Niles & Co., Cincinnati, Ohio; Cuyahoga Works, Ohio City.

All applications for the use of the above Patent Rights, etc. for the New England States, and New York, East of the Hudson River, to be made to H. VAN KURAN, Boston Locomotive Works, Mass., or to D. MATTHEW, Patentee, Philadelphia, Pa.

NOTICE.—Railroad Companies getting new engines, can have Matthew's Patent Spark Arrestor placed on them, by applying to the manufacturers, so that the apparatus costs them nothing but the patent right. This they will find of great advantage to them.

D. M.

To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,  
Consulting Engineer, 64 Broadway,  
Aug. 28, 1852.—6m.

**"Leonard's" Patent Double Plate Car Wheel. Solid Hubb.**

THE form of this Wheel is such that the metal is not strained in casting, hence the manufacturer will warrant them in any service. Car Wheels are submitted to.

Sold in any quantity, and shipped to any part of the country or Canadas, by the subscriber, Manufacturer and Patentee's sole Agent 53 Killy St., Liberty Square, Boston. W.M. S. SAMPSON.

August 21, 1851.

**LOW MOOR AXLES,**

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent - WM. BAILEY LANG, 9 Liberty Square, Boston.

**500 Tons of Wire Wanted.**

PROPOSALS ARE INVITED by the undersigned on the part of the NIAGARA FALLS INTERNATIONAL BRIDGE COMPANIES, for the construction of the Wire Cables of the Railroad Suspension Bridge, of 800 feet span, to be erected over the Niagara river, below the Falls, for the delivery of ONE MILLION of POUNDS of IRON WIRE, or any portion of it, not less than 100,000 lbs., at the site of the bridge, on the following conditions:

1. The wire is to be of No. 10 size, so that 20 feet will weigh exactly one pound.
2. The skeins to weigh no less than 18 lbs. An offer for 30 to 40 lbs. will be greatly preferred.
3. The wire must be finished with a lime coat, smooth and even, both ends of the same thickness.
4. It must be finished in three holes, or nearly as hard as spring-wire.
5. The iron must have been manufactured of the best quality of charcoal blooms, which will make hard wire of great elasticity, strength, fibre and toughness.
6. The blooms must have been manufactured of cold-blast charcoal pig, and not of anthracite pig, nor of hot-blast pig.
7. Satisfactory evidence will be required before hand of the quality of the iron, of which the wire is to be drawn.
8. The wire must be drawn on blocks of no less than 2 feet diameter.
9. It must be put up in bundles of 200 lbs., as near as can be done, without small skeins.
10. The wire is to be delivered in five equal portions during the months of May, June, July, August and September of next year.

11. On delivery, the wire will be examined and tested in the following manner:—Of every 5 bundles or 1,000 lbs. one skein will be selected, and suspended between two posts 400 feet apart, the one end attached to a capstan, by which it will be gradually hauled on until it breaks. The condition now is, that this wire must not break with a greater deflection than 9 inches, which is equivalent to 1,300 lbs., or 90,000 per superficial inch of solid wire section. If it stands this test, then further examination of that one thousand pounds, in respect to other qualities, will be continued; but if not, it will be rejected and placed at the disposal of the contractor.

12. As regards toughness and fibre, each end of a skein will be tested by bending it square over the jaws of a large pair of new and sharp pliers, and bending it back again. The wire must stand this test without the least sign of failure. Its hardness and elasticity will at the same time be examined by bending and swinging, also by hammering, filing and notching the ends, which forms part of the operation of splicing.

13. Such lots as have stood the various tests satisfactorily, will then be accepted conditionally, and 80 per cent of its full value will then be paid to the contractor in bankable funds.

14. The 20 per cent will be reserved for four months longer. Should in that time, during the construction of the cables, any more defective skeins be discovered, such skeins will be rejected and placed at the contractor's disposal, either broken or whole, oiled or not oiled, in such condition as they happen to be during the progress of the work. The value of such wire, together with the labor expended upon it, will then be deducted out of the 20 per cent reserved.

15. The undersigned, as the Engineer of the Bridge, will be the sole judge of the above tests; he will stand as an impartial umpire between the contractor and the Bridge Companies, and from his decision there shall be no appeal.

16. Proposals for imported wire will also be accepted. One-half or 500,000 lbs. will be used on the Canada side, and may be bonded, if imported by way of New York.

17. Proposals will be received until the 1st October next; they are to be directed to the undersigned at Niagara Falls, N. Y., and should be marked on the envelope, "Proposals for Bridge Wire."

18. Those contractors, whose proposals are accepted, will be informed of the fact by mail before or on the 10th October next.

JOHN A. ROEBLING,  
Eng. Niagara Falls R.R. Suspension Bridge.  
NIAGARA FALLS, N. Y., August 5th, 1852.

**UNION WORKS,**

North street, opposite the Railroad Depot,  
BALTIMORE.

**Poole & Hunt,**

Manufacturers of Steam Engines and Mill Gearing, Machinists' Tools, and all kinds of heavy and light Machinery.

Also put up *Arrangements of Wrought Iron Pipes* for heating buildings and conveying steam or water. Castings of every kind furnished at short notice. Every exertion will be made to insure the satisfaction of customers.

**Patent Metallic Measuring Tapes.**

A New Article, made from Vegetable and Mineral substances combined, entirely free from the objections made to all other tapes, arising from contraction and elongation in consequence of atmospheric changes. Fine wires, of a material not affected by dampness or dryness, are woven into the warp of the Patent Tape, rendering it not subject to variations in length, like all other tapes heretofore manufactured. Instead of being merely painted, it is immersed in a peculiar solution of gums, and the fibres being solidly compacted together, it acquires substance and strength presented by no other article. They are enclosed in patent cases, superior to all others in lightness, strength and durability.

Imported and for sale only—together with every description of Drawing and Profile Paper, Tracing Paper in rolls, Vellum or Tracing Cloth, Field Books Mouth Glue, and a general assortment of Engineer materials—by

WILLARD FELT,  
Importer of Stationary 191 Pearl st., N. Y.

**IRON.**

200 Tons Fishkill Charcoal Iron for sale on reasonable terms, also from 1000 to 5000 tons Fishkill Hematite Ore—delivered at Poughkeepsie or New York. Samples of the ore may be seen at the store of Messrs. Hoffman, Bailey & Co., No. 62 Water st., New York. Enquiry by letter to

NORMAN M. FINLAY,  
Poughkeepsie, Dutchess county, N. Y.  
July 10, 1851.

**Cotton Steam Packing.**

THIS Superior Packing is prepared by us expressly for Locomotive Engines. The advantages resulting from its use are—cheapness—greater safety, and economy of labor.

Orders addressed to us at 91 Wall st., New York, will have prompt attention.

J. M. HALL & CO.  
P. S.—Waste for cleaning engines, in quantities as wanted.

July 24, 6m\*

**A. Whitney & Son,**  
PHILADELPHIA, PA.,

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31tf

**I. Dennis, Jr.,**  
WASHINGTON, D. C.,

ATTORNEY for Inventors, and Agent for Procuring Patents—Practical Machinist, Manufacturer and Draughtsman, of 20 years' experience. Circulars containing important information, with a map of Washington, sent to those who forward their address, and enclose a stamp. 31tf

**Railroad Contracts.**

THE Mobile and Ohio Railroad Company hereby offer for contract the *Graduation, Masonry and Bridging* of 179 miles more of their road, extending from Section 64 of the last *letting* in Wayne Co. to the south line of Pontotoc Co., Miss.—the latter point being 267 miles from Mobile.

The line will be ready for inspection on and after the first of August next. Also, plans, profiles and specifications will be exhibited, proposals received under seal, and contracts made at the following times and places, to wit:

- August 15th—At Quitman, for line in Clarke County.
- " 25th—At Lauderdale Springs, for line in Lauderdale and Kemper Counties.
- September 5th—At Macon, for line in Noxubee County.
- " 15th—At Major Gilmore's, 16th section on "Robinson" Road, for line in Lowndes County.
- " 25th—At Doct. Gillespie's, on Aberdeen and Houston Road, for line in Monroe County.
- " 30th—At Okolona, for line in Chickasaw County.

From July 25th to August 10th, the profiles can be examined, and other information obtained, of C. B. Child, Esq., Resident Engineer, at Macon, Noxubee Co., Miss.

The grading upon 8 miles of this line is heavy and good car work. About 35 miles middling heavy, and the remaining 136 miles light.

The high and healthy country in which this line of work is situated, and the proposed *letting* of 250 miles more within twelve months, to complete the road to the Ohio and Tennessee rivers, for which subscriptions are now partly taken up, render this work worthy the attention of contractors both north and south.

JOHN CHILDE,  
Chief Engineer and General Agent.  
New York, June 14th, 1852.

**Notice to Contractors.**

**Sodus Point and Southern Railroad.**

PROPOSALS will be received at the office of the Engineer, at Sodus Point, until Tuesday, the 5th day of October next, for the construction of the Sodus Point and Southern Railroad, including Grubbing, Graduation, Masonry, Bridging, and the laying of the superstructure, complete for operation.

Plans, Profiles and Specifications will be exhibited, and all requisite information given, at the office of the Engineers, on and after the 25th of September inst.

Contractors should be prepared to state what proportion of the stock of the company they will take at par in part payment.

The company reserve to themselves the right to let the work in items and sections, and in such manner as may appear most advantageous to their interests.

Dated Sept. 4th, 1852.  
WM. D. COOK, President.

S. CULVER, Secretary.

**LOW MOOR IRON.**

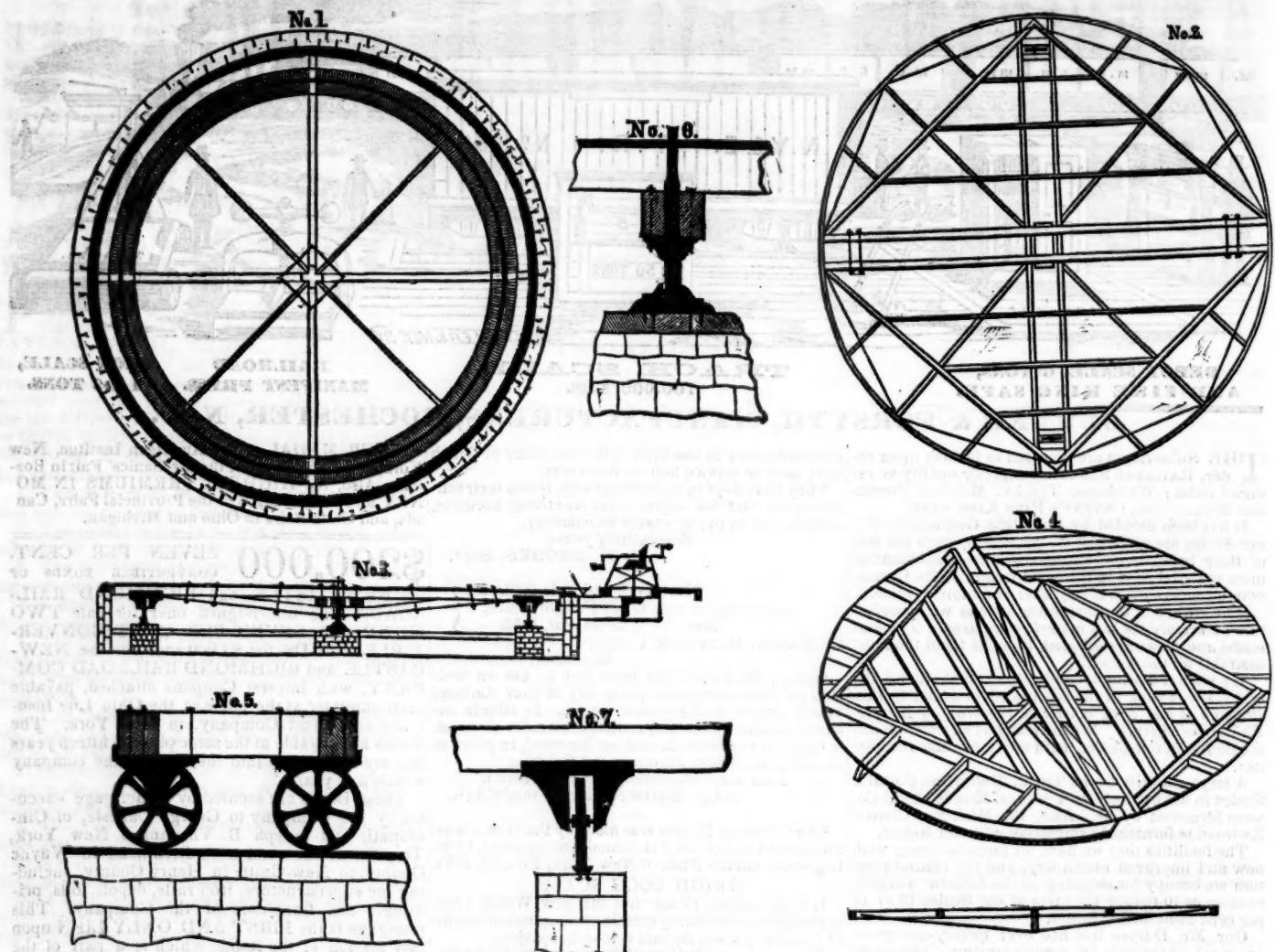
WM. BAILEY LANG, 9 Liberty Square, Boston, Sole Agent in the United States and Canadas for the Low Moor Iron Co., is prepared to receive orders for this justly celebrated Iron, and offers for sale an assortment of the Round sizes which be now has in store, and which for strength, soundness and uniform quality, stands without a rival.

**Railroad and Mathematical Instruments.**

KUNS & BASELER, Mathematical Instrument makers, manufacture and keep for sale all kinds of mathematical instruments: also drawing instruments, scales and balances for the use of chemists, professional gentlemen, jewellers, etc., etc., of the most perfect description, at the lowest price, at 81 Nassau street, New York.



## CARHART'S IMPROVED TURNTABLE.



THE Patentee of the improved Turntable solicits an examination of its merits by Railroad Companies. It has been in use on the Hudson River Railroad during the last three years, since which, some improvements have been made upon it. The Patentee is now putting down the fifth table on the Ohio and Pennsylvania Railroad, where these tables have been in use for one year past. The chief merits of this Turntable are that it is capable of being turned by two men, with an engine and tender upon it, weighing thirty-five tons, in the space of two minutes. Its cost, including all material, the best kind of workmanship in wood, iron and ma-

sonry—except excavating the pit and laying the track—is only thirteen hundred dollars, and all repairs, except the ordinary wear and tear, will be guaranteed for the sum of five dollars a year, for three years.

Figure 1 of the above cut represents the foundation, consisting of the bank and track walls; centre pier, cross-timber for bolting the step of pivot to. The track, which is spiked and leaded into the coping of the wall, the latter being composed of stone 24 feet square. The Bank wall is 5 feet high and 20 inches thick, with cut and hammered dressed stone coping laid in lime and sand. Fig. 2 shows the

carcass framing. Fig. 3 gives a side view of one main truss, with the mode of gearing, including track and pinion. Fig. 4 gives a perspective view of rim and segments. Fig. 5 an end view of the main trucks with pedestals and wheels. Fig. 6 screw for pivot, 6 inches in diameter, running to the top of the table, with the lever for adjustment. Fig. 7 shows the cross section of the track wall, wheel and pedestal.

For further particulars please address the subscriber through WM. W. PRATT, Jersey City, N. J.

June 19th. D. H. CARHART.

## New York and Canada.

The attention of Merchants, Traders and travellers, is directed to the facilities now afforded for the conveyance of freight and passengers direct from this city to Montreal.

The Champlain and St. Lawrence Railroad Company having opened their road from Rouse's Point to South Montreal, the only link before wanting to connect New York with Montreal by a continuous railroad, has been supplied.

Passengers leaving New York in the morning, sleep comfortably on the way, and arrive at Montreal at half-past four the following afternoon, reducing the travelling time to little more than twenty hours.

Freights are carried with the greatest care and dispatch, at greatly reduced rates.

After the opening of navigation, passengers will be conveyed from one city to the other by day light.

New York, Feb. 12, 1852. THE NEW YORK MAIL.

## CORROSIVE SUBLIMATE.

THIS article now extensively used for the preservation of timber, is manufactured and for sale by POWERS & WEIGHTMAN, manufacturing Chemists, Philadelphia.

Jan. 20, 1849.

To Telegraph Companies.  
TELEGRAPH WIRE.

ORDERS taken for all numbers of best quality of English Telegraph Wire. Samples at the office of the Subscribers. JEE, CARMER & CO., 6m\*14 75 Broad st., New York.

## Spikes, Spikes, Spikes.

ANY person wishing a simple and effective Spike Machine, or a number of them, may be supplied by addressing J. W. FLACK, Troy, N. Y. or, MOORE HARDAWAY, Richmond, Va.

March 6, 1850.

Dudley B. Fuller & Co.,  
IRON COMMISSION MERCHANTS,  
No. 139 GREENWICH STREET,  
NEW YORK.

Smith & Tyson,  
IRON COMMISSION MERCHANTS,  
BALTIMORE.

REFINED JUNIATA CHARCOAL BILLET IRON for Wire.  
Do. for Bridging, of great strength.  
Flat Rock, Boiler and Flue Iron, rolled to pattern.  
Elba, Wheel Iron of great strength and superior chilling properties. Elba Forge Iron, American Shot Iron, Cut Nails, Spikes and Brads, Nail and Spike rods, Railroad Spikes of superior quality, Wrought Chair plates of any pattern, punched or plain.

M. B. Hewson, Civil Engineer,  
(Open to a New Engagement),  
Memphis, Tenn.